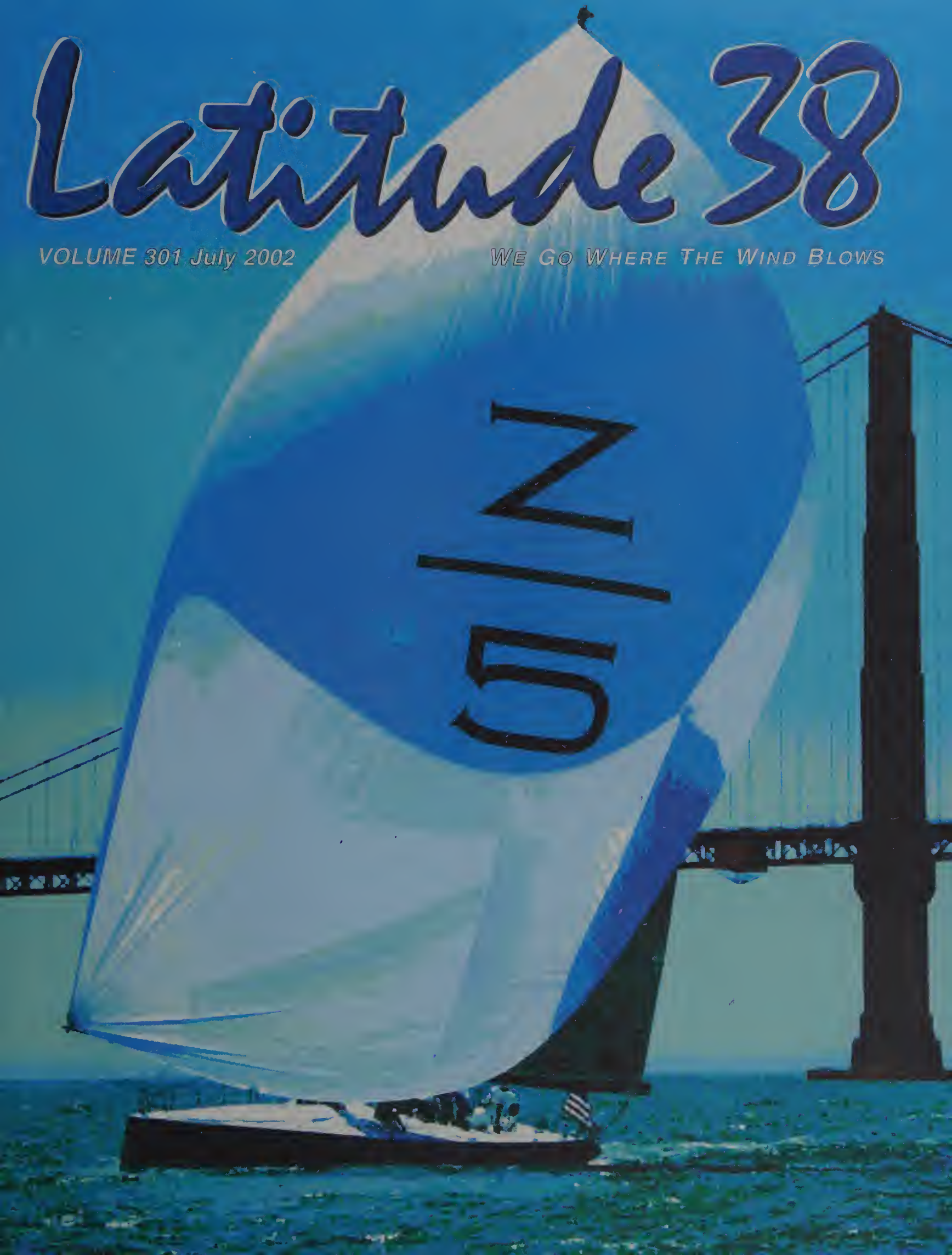


# Latitude 38

VOLUME 301 July 2002

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# Whale Watching

We will be open  
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through September 30

*Baleineau* is French for baby whale. And if you look at Charlie Brochard's Olson 25, perched on her trailer at Corinthian Yacht Club, she reminds you of a happy little whale.

The first year that Charlie owned *Baleineau*, he replaced the class jib with a new Kevlar #1, the second year it was a new Pineapple main and the third year we added the Kevlar #3, all from Pineapple Sails. He has won 3 YRA championships, 2 midwinters - and this year's season opener to Vallejo and back.

Charlie's successes are no fluke. The boat is well prepared, the crew consistent and the sails are fast.

In fact, Charlie has relied on the performance of Pineapple Sails for over 20 years. Pineapple power is just a whale of a good idea.



PHOTO: MARIAH'S EYES PHOTOGRAPHY (510) 521-1196

*Baleineau\**

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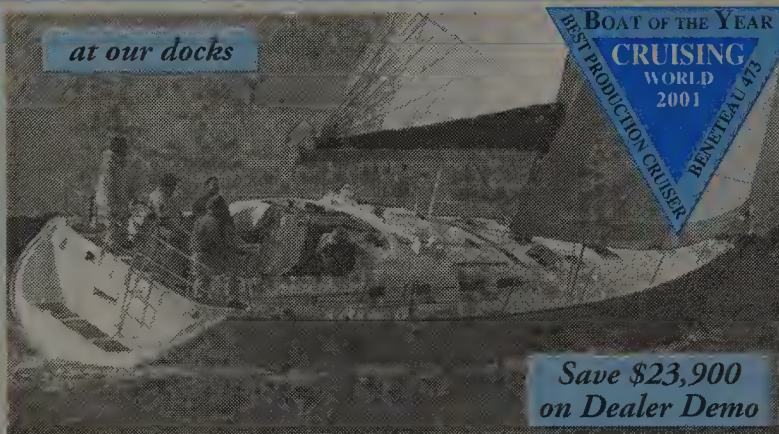


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The hottest new boat in the world. More than 85 sold in the U.S. and 300 worldwide. Call for a copy of the 36.7 U.S. one design class rules. Only one more boat left at the special introductory price.



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*at our docks*

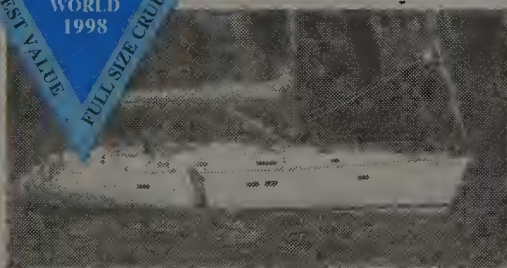


## TransOcean Express 393

This new series of offshore cruisers are specifically designed for swift passage making and exceptional liveaboard comfort. They feature hulls inspired by the Open 60s, with ergonomically designed cockpits, abundant storage, exceptional interior light, and extensive standard equipment; all at very affordable pricing. These fine yachts have the perfect blend of elegance and performance.



## More Proof of How Beneteau Gives You More



## Beneteau 411

*at our docks*



## Beneteau 361

*at our docks*



## Beneteau 331

When you compare features, quality of construction and value you will see why Beneteau is the world's largest boat builder. Their vast buying power simply means that you get more for your hard earned dollars with a Beneteau. Beneteaus are designed by the world's leading naval architects, like Bruce Farr and Group Finot, guaranteeing exceptional sailing performance and more fun. Beneteau's industry leading state-of-the-art production facilities and huge investments in manufacturing technology mean that they can build a high quality yacht for less than the competition. With more than 100 years of boatbuilding experience, Beneteau does it right.



# We Offer Choices...Not Compromises

## And Great Savings on Inventory Closeouts

This immaculate dealer demonstrator is available with a full warranty and a savings of more than \$20,000. The 420 combines elegance and quality with impeccable sailing manners and ease of handling.

**Island Packet 420**



*in stock*

**Island Packet 350**

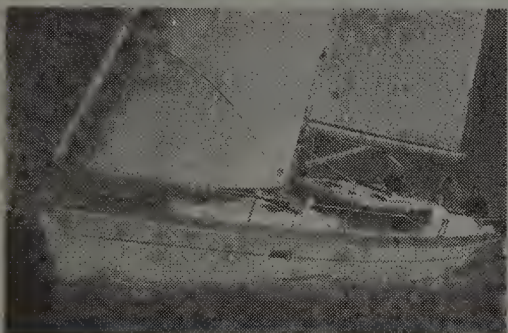


*in stock*

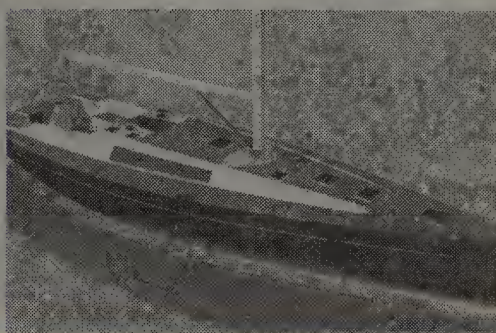
With a full warranty and a dealer demo discount of more than \$15,000, you can't go wrong with this rock solid bluewater cruiser. The superior workmanship and high resale value are added bonuses.

Wauquiez produces unique yachts of beauty, craftsmanship and strength. The Pilot Saloons offer panoramic views and the aft cabin of a center cockpit. Save more than \$20,000 on our demo yacht.

**Wauquiez 40 Pilot Saloon**



**Wauquiez 45 Centurion**



The new Centurion 45 is rapidly nearing completion. This all new design promises to be a head turner in port and an ocean-going greyhound that emphasizes comfort, elegance and ease of handling.

If you are looking for a semi-custom boat at production boat pricing you should check out the X-Yachts. You simply won't find better boats anywhere. Models available from 33-ft to 73-ft.

**X-562**



**X-412**



This absolutely beautiful boat is fast and elegant. The exceptional quality is obvious and details like the galvanized steel grid system are apparent. If you want the fastest boat in the harbor check out the IMX 40 or 45.

### Great Brokerage Values!



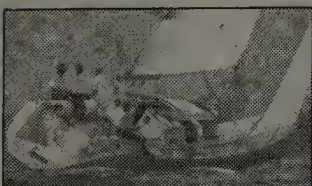
**Beneteau 40.7, 2000**  
\$279,000



**Beneteau 38s5, 1992**  
\$108,000



**Beneteau 35s5, 1989**  
\$69,900



**Beneteau 32s5, 1990**  
\$64,900



**Island Packet 380, 2000**  
\$235,000



**Catalina 380, 1998**  
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Santana 35, 1979...\$32,000

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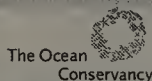
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**NEW**



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## 319<sup>99</sup>

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- Built-in database includes nav aids
- Internal quad helix antenna

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GPS

**NEW**

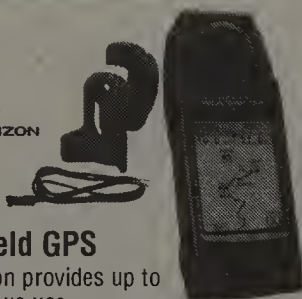
**STANDARD HORIZON**

## 179<sup>99</sup>

### Magnum Handheld GPS

- Battery-Saver function provides up to 30 hours of continuous use
- Worldwide database and WAAS capability

Model 2790996



**GARMIN.**

## 499<sup>99</sup>

### GPSMAP 176

- Portable mapping GPS with WAAS receiver
- Built-in Americas basemap with tide and celestial data

Model 2224020



**GARMIN.**

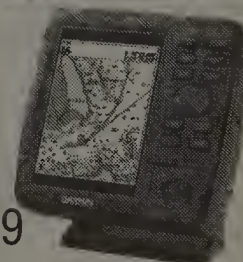
## From 699<sup>99</sup>

### GPSMAP 182

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- High-definition color or 10-level grayscale LCD

10-Level Gray—Model 2258226 **699.99**

Color—Model 2681559 **999.99**



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- Die-cast aluminum chassis
- Programmable Tag-Scan scanner

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Flush Mount Kit—Model 401250 **26.99**

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## 169<sup>99</sup>

### Ray 100 Handheld VHF

- Durable, waterproof aluminum housing
- Compact, with large LCD

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**Raymarine**

## 169<sup>99</sup>

### Ray 45 VHF Radio

- Compact design with large LCD
- Waterproof construction

Model 161872



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### PROWatt 300W Pocket Inverter

- Powers two outlets for small loads
- Low voltage cutout and alarm

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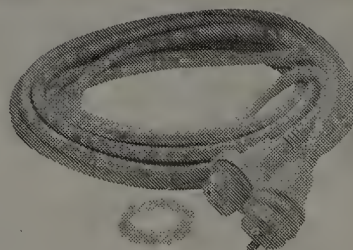
**MARINCO**  
SAVE \$5

## 34<sup>99</sup>

### 30A, 25'L Shorepower Cord

- 125V molded shorepower cordset
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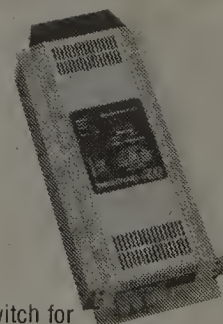
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## 319<sup>99</sup>

### Truecharge 20 Plus Battery Charger

- Three-position selector switch for AGM, gel or flooded batteries
- For boats with up to two 4D or 8D batteries

Model 333404



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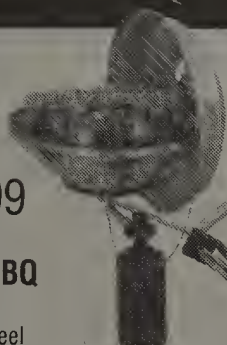
From **149<sup>99</sup>**

### Propane Stove/BBQ Combos

- Polished stainless-steel
- Original: 154sq.in. cooking area or Party: 204sq.in.

Original-Model 585521 **149.99**

Party-Model 183444 **179.99**



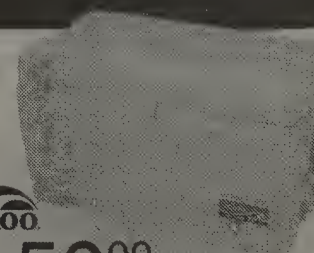
From **59<sup>99</sup>**

### Marine Series Ice Chests

- Fully-insulated body and lid
- Built tough & fade resistant

72qt.-Model 503383 **59.99**

94qt.-Model 327338 **89.99**



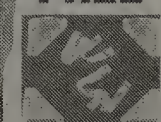
**FREE**

### Tie-down Kit with Ice Chest purchase

A \$29.99 Value!

Model 380057

Offer good with purchase of Model 503383 or 327338 only. See store for details. Limited to stock on hand.



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- Versatile systems with a wide range of combinations
- CAD-designed, powder-coated aluminum props
- Exchangeable propeller hubs

Ref. Models 2603116, 2603348



**NEW**



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\* Offer valid with boat & motor combo purchase only. Not valid for models 1841527 & 257727

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**SAVE \$100\***

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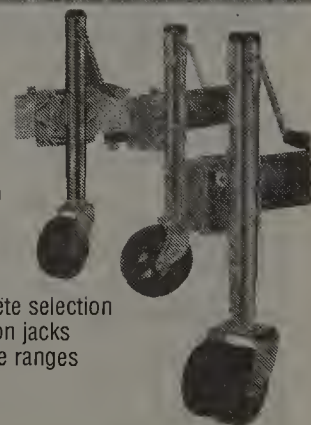


From **29<sup>99</sup>**

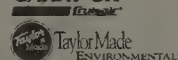
### Trailer Jacks

- We stock a complete selection of top-quality Fulton jacks
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### Above Deck



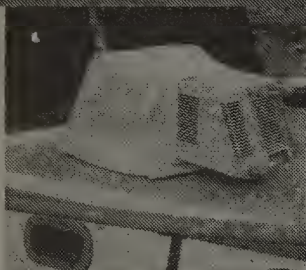
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**729<sup>99</sup>**

### Carry-On AC Portable Air Conditioner

- Compact, 4,800Btu air conditioner
- For 20'-30' boats.

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While supplies last.



**SAVE \$20**  
**169<sup>99</sup>**

### Pro Washdown Kit

- Everything you need for tough wash-down applications

Includes 3.4gpm Pro Blaster pump

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### SAVE ON STAINLESS-STEEL TACO RAIL HARDWARE

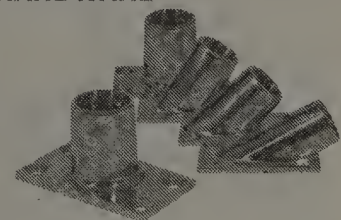


**SAVE 20%**  
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### Bow & Hand Rail Fittings

- Cast and polished 316 stainless steel
- Available in 7/8" and 1" diameters

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### Boat & Motor Maintenance

### SAVE WHEN YOU BUY BY THE CASE!

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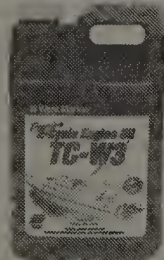
**6<sup>99</sup>** AFTER REBATE  
/gal.

### Premium 2-Cycle TC-W3 Engine Oil

- Ashless, clean-burning formula provides maximum engine protection.
- Also available in pt., qt. and 2.5gal. sizes

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\* Mail-In Rebate requires original cash register receipt and UPC Bar Code. Offer applies to case. (6-pack) purchase only.



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From **25<sup>99</sup>**

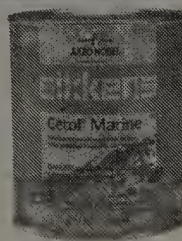
### Cetol Marine Wood Finish

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Satin- Model 539106 Reg. 30.99

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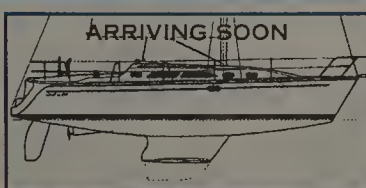
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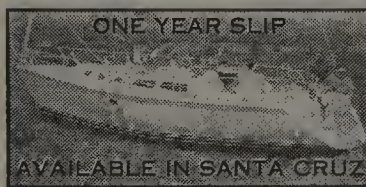
All 2001 in Stock ★ **CLEARANCE PRICED** ★ \$3,500 in Options Incl.



NEW CATALINA 350



CATALINA 380



CATALINA 42

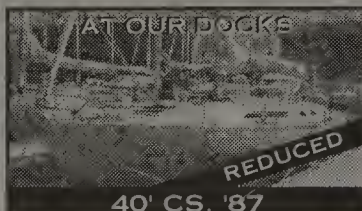


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40' CS, '87



CATALINA 320



CAL 39

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*Sledding safari - the new 'Zephyrus V' takes aim at the Pacific Cup.*

Photo by Latitude 38/Andy

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Latitude 38 welcomes editorial contributions in the form of stories, oneclnotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

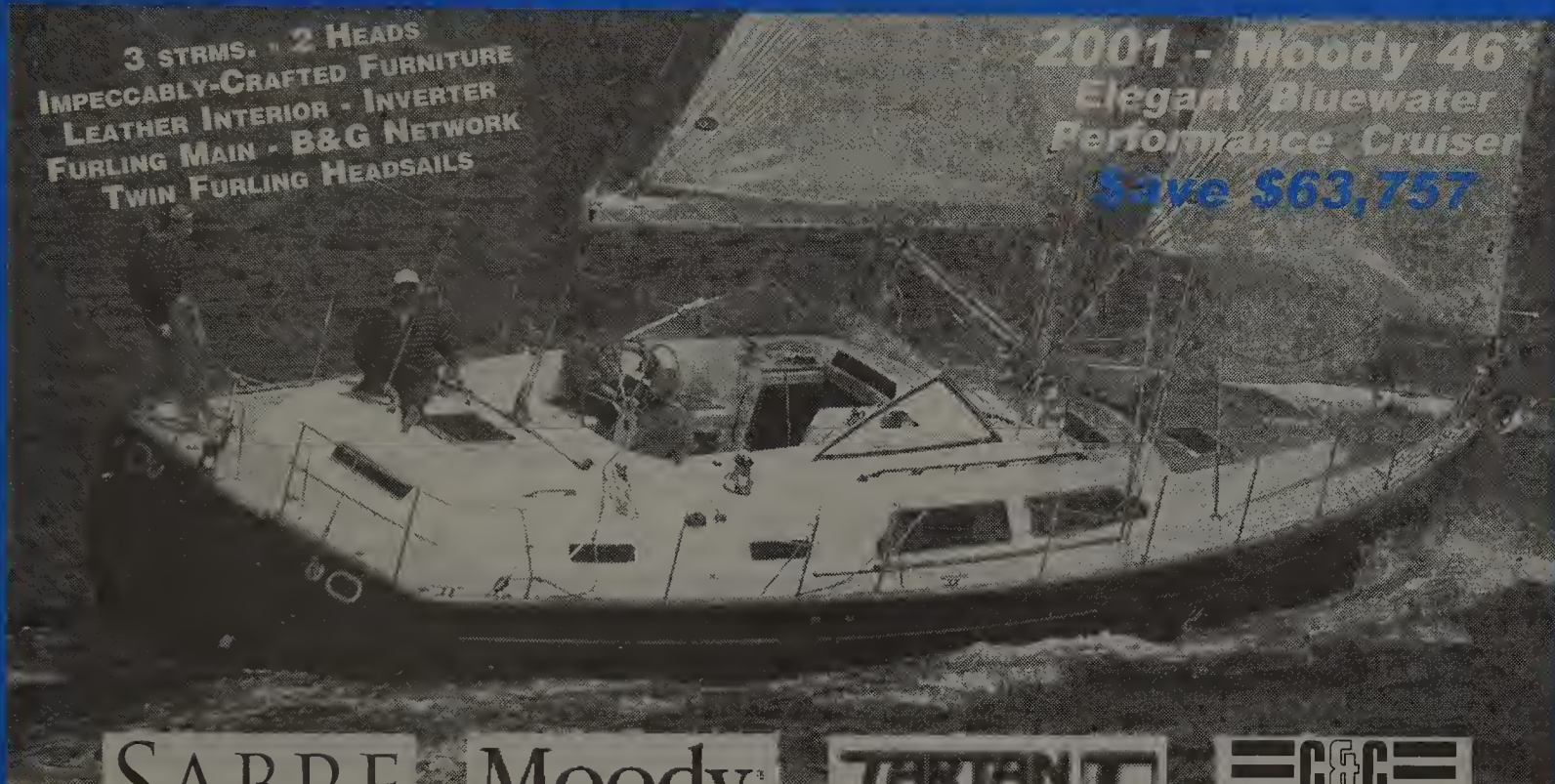


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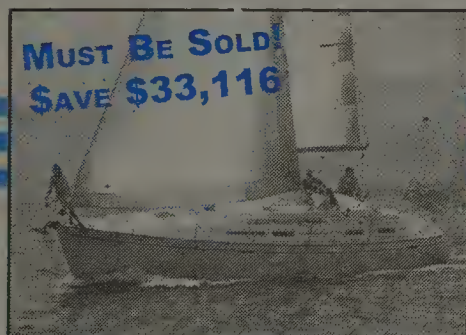
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## 2001 - MOODY 38\*

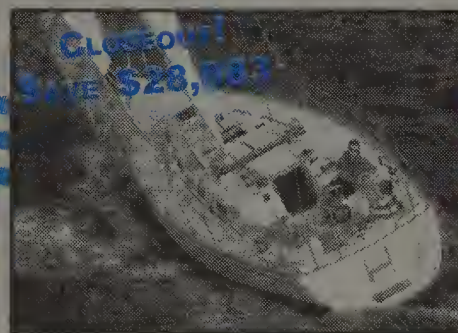
Cherry wood interior, upgraded Yanmar, B&G speed, depth, wind, furling genoa, leather, inverter, more!



**SUPER DEAL!**  
**SAVE \$47,279**

## 2001 - TARTAN 4100\*

2 strms., 56hp Yanmar, deep beavertail keel, Majestic blue hull, speed/depth/wind, Harken furling & L.J., cherry interior, more!



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## 2001 - TARTAN 3500\*

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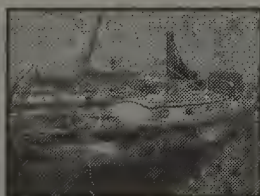
## '87 - Liberty 458\*

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\*Picture(s) are for illustration purposes only; actual boat may vary significantly.

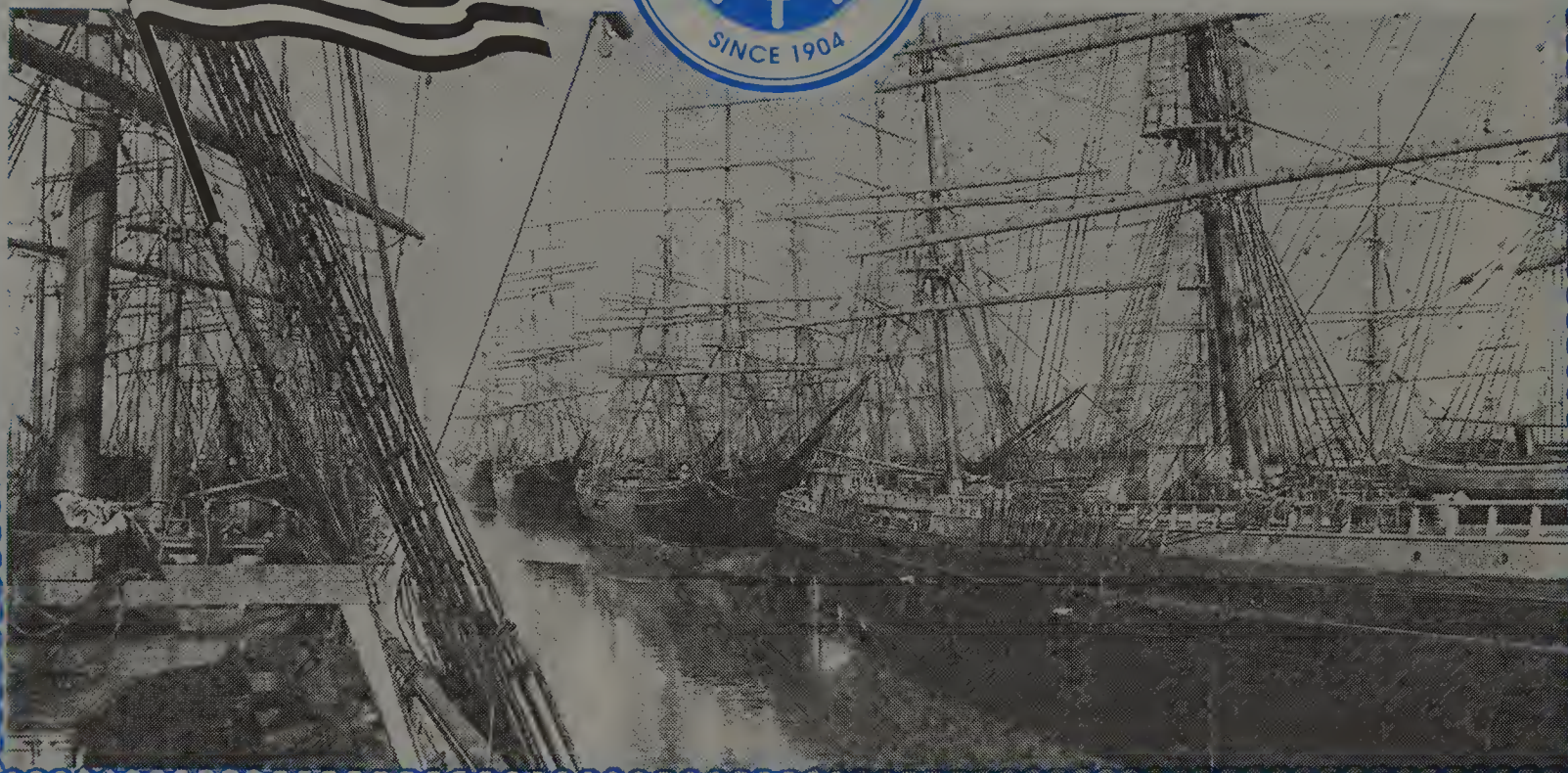
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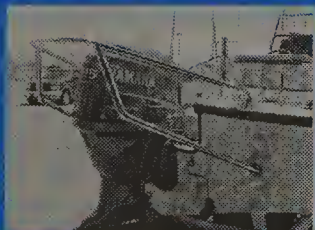


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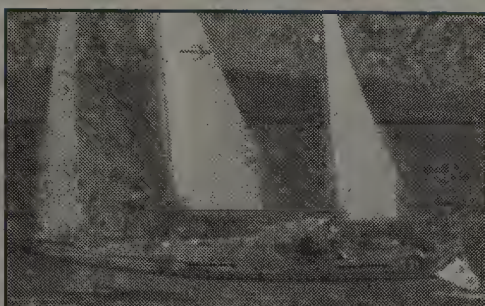
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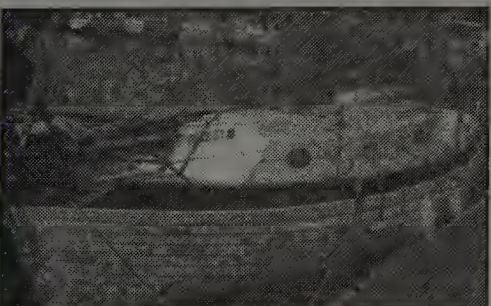
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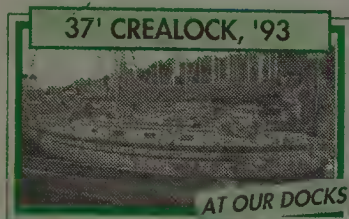


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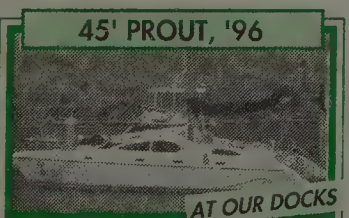
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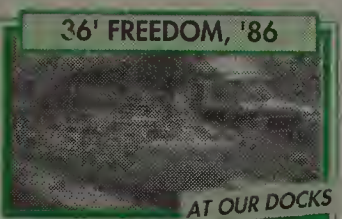
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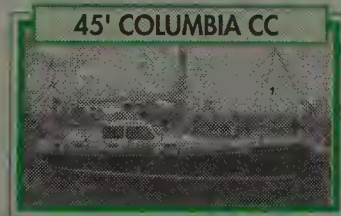
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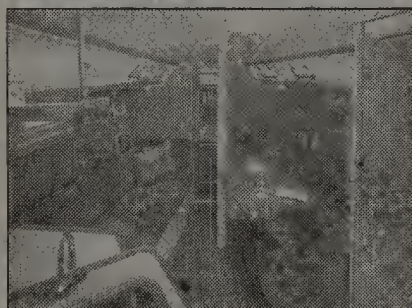
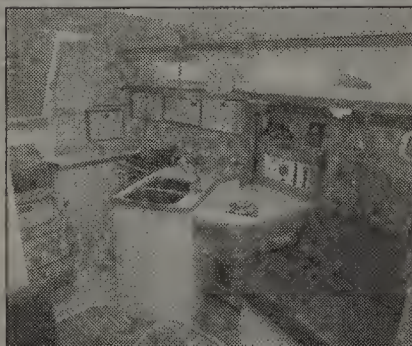
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51' CUSTOM ALUMINUM, '83	\$233,000	40' FORMULA 40 CAT, '86	\$45,000
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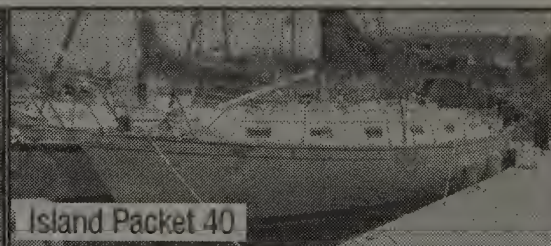
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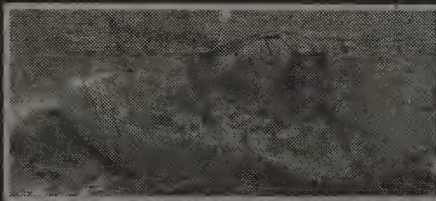


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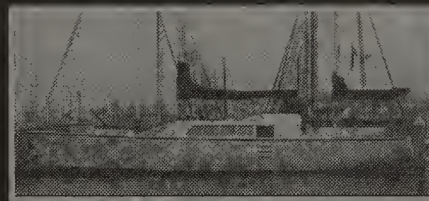
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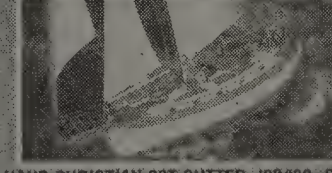
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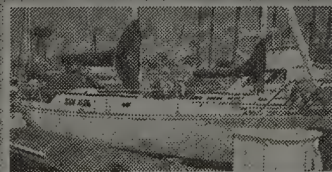
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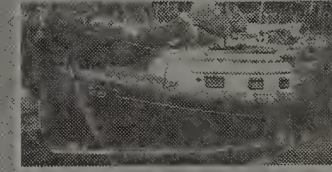
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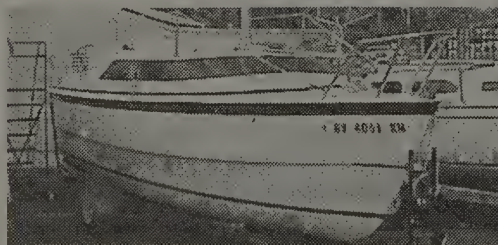
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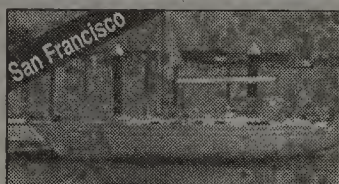
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### 46' KETTENBURG PCC, '50 \$39,000

Designed to race, the Pacific Cruising Class boats are still comfortable enough to cruise. We're pleased to offer hull #19.



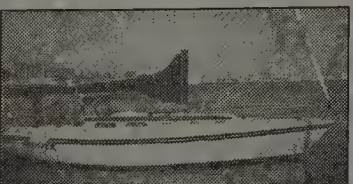
### 42' MANTA CAT, '01...\$335,000

Own a never-used cruising catamaran already in California w/less than 100 hrs on the engines and still possessing that new boat aura.

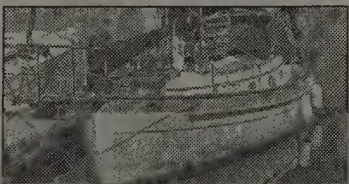


### 40' OFFSHORE CAT, '87...\$150,000

*Sonrisa* is a capable racing/cruising catamaran custom built in Florida to a Lock Crowther design. Westerbeke inboard diesels.

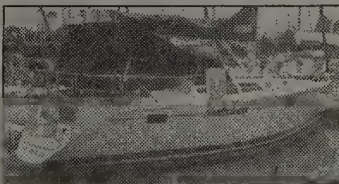


40' ISLANDER PETERSON, '85 \$95,000  
Doug Peterson-designed performance cruiser with all the gear for your Mexican adventure. Join the Baja Ha-Ha and be a contender!



### HANS CHRISTIAN 38T, '86 \$135,000

Continuously upgraded and carefully maintained by her proud owners. Telstar keel for quicker, more responsive handling.



### 37' HUNTER, '96...\$125,900

Possibly the cleanest Legend around. She has all the features most desired on a fast, performance cruiser.



### 35' TARTAN, '01...\$169,000

Why pay new boat prices when you can get this 2001 Tartan at a used price? A joy to sail with features not usually found in production boats.



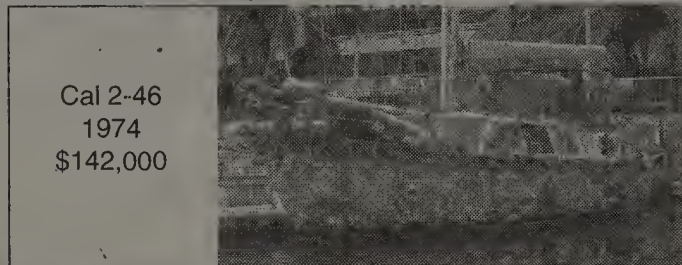
# Mexico

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63'  
Dynamique  
Elite Cutter  
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Elite 64  
\$390,000



Cal 2-46  
1974  
\$142,000

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*The mythical fear of buying a boat in Mexico is over,  
as many of our very happy clients will tell you!  
References upon request.*



Passport 40 Sloop  
Four to choose from!



CT 49, 1987, by Kaufman & Ladd  
\$172,500



40' Beneteau Oceanis, 1993  
\$92,500



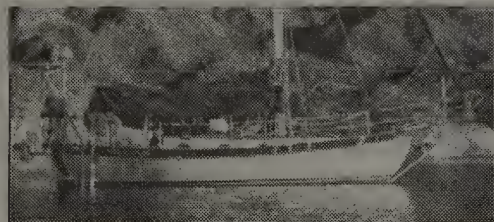
Freedom 45, 1991  
Best on the market. \$245,000



46' Island Trader Motorsailer, 1984  
Cutter rigged ketch. \$139,900.



38' Morgan 384 Sloop, 1983  
\$89,500



32' Westsail Cutter, 1978  
Two to choose from.

Our boats are well equipped with extensive ground tackle, dinghies and outboards, radar, watermakers and much more. They are proven cruisers having made the difficult journey to reach the finest cruising grounds in the world!



1966 Custom Ketch  
\$29,500

92' Brigantine Gloucester Schooner, '85 ...	\$295,000
63' Dynamique Elite Cutter, '83 .....	390,000
53' Hennenjanger Ketch, '77 .....	Reduced 285,000
29' CT by Kaufman & Ladd, '87 .....	172,500
49' CT, '86 .....	Deal Pending 180,000
48' Pacemaker Sportfisher, '78 .....	128,000
48' De Dood Yawl, '61 .....	269,000
46' Island Trader Cutter/Ketch MS, '84 .....	139,900
46' Beneteau 456, '83 .....	129,000
46' Cal 2-46, '74 .....	142,000
45' Hunter Passage 450 '97 .....	257,500
45' Freedom Yachts Sloop, '91 .....	245,000
45' Beneteau 45f5 Sloop, '90 .....	149,500
45' Phil Rhodes by Westerdike, '78 .....	129,000
45' Fuji Staysail Ketch, '76 .....	119,500
44' Island Packet Cutter, '95 .....	Reduced 270,000
44' Ocean Super Sport, '86 .....	235,000
44' Norseman 447CC, '85 .....	229,000
44' CSY, '80 .....	80,000
44' Hardin Voyager, '77 .....	159,000

43' Spindrift Cutter, '81 .....	129,000
42' Hunter Passage, '92 .....	145,000
42' Catalina, '92 .....	124,900
42' Pearson 424 Ketch, '79 .....	Reduced 89,500
42' Cooper 416 PH, '79 .....	93,000
41' President Trawler, '87 .....	168,500
41' CT Ketch, '72 .....	59,500
41' Seawolf Cutter Ketch, '69 .....	72,000
40' Tiara Yachts 4000 Express, '97 .....	385,000
40' Island Packet Cutter, '96 . Deal Pending	229,900
40' Beneteau Oceanis, '93 .....	92,500
40' Passport Sloop, '83-'87 .....	4 from 135,000
40' Swift Ketch, '79 .....	120,000
39' Trojan 390 Express, '96 .....	199,000
38' Chris Craft 381 Catalina, '88 .....	89,500
38' Morgan 384 Sloop, '83 .....	89,500
38' PT Europa Style, '80 .....	96,000
38' C&C Mk II, '76 .....	Reduced 39,500
37' Prout Catamaran, '78 .....	Reduced 55,000
36' Freedom-Tillotson Pearson, '86 .....	95,000

36' Watkins Sloop, '81, and charter license .....	75,000
36' Schock New York, '81 .....	52,500
36' Islander Freeport, '80 .....	68,000
35' Beneteau 35s5, '89 .....	65,000
35' Sea Ray Sundancer, '87 .....	59,900
35' Custom Ketch, '66 .....	29,500
33' Riviera Sportfisher, '94 .....	185,000
32' Swain Steel Pilothouse, '91 .....	Reduced 48,000
32' Westsail Cutter, '78 .....	54,000
32' Westsail Cutter, '76 .....	55,000
32' Columbia 9.6 Sloop, '77 .....	Inquire
30' Clipper Marine, '78 .....	6,900
28' Fiberform, 2800 Executive, '77 .....	17,500
28' Yankee Dolphin, '72' .....	10,000
28' Bertram Flybridge, '72 .....	105,000
27' Balboa Custom Sloop, '78 .....	15,000
27' Jeanneau Fantasia .....	Inquire
26' Beneteau Sportboat, '85 .....	19,900

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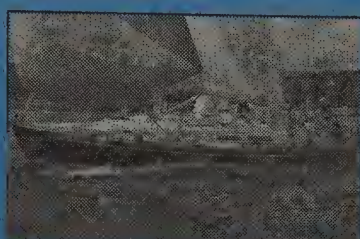
NORTHERN CALIFORNIA DEALER FOR HANSE YACHTS



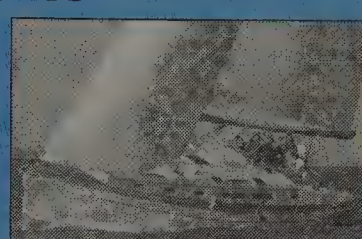
**Hanse 311**  
Base \$85,485



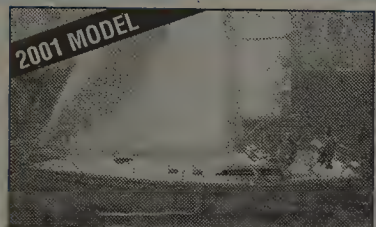
**Hanse 34**  
Base \$127,499



**Hanse 37/37DS**  
Base \$151,495 / \$176,495



**Hanse 411**  
Base \$188,499



**Catalina 36** ..... \$129,000



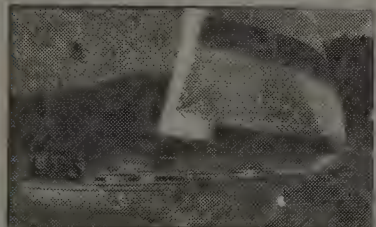
**Baltic 51** ..... \$289,000



**Victory 48** ..... \$285,000



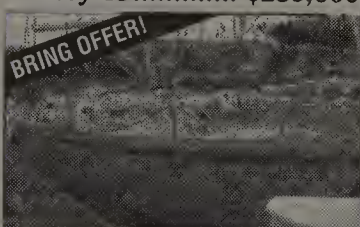
**NZ Mull 42** ..... \$149,900



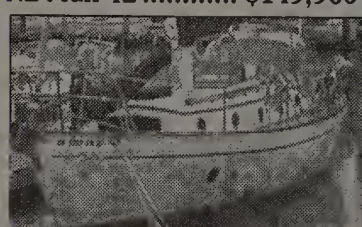
**Passport 40** ..... \$168,500



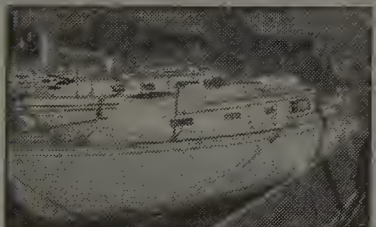
**Ohlson 38** ..... \$89,000



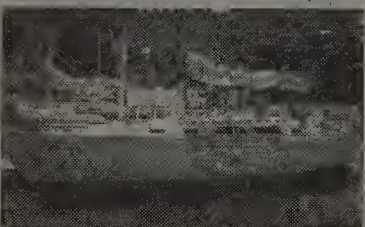
**CS 36** ..... \$69,900



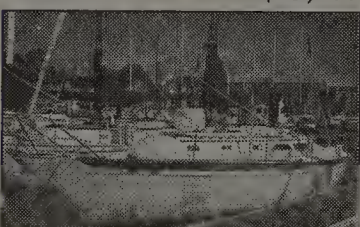
**Rafiki 37** ..... \$65,000



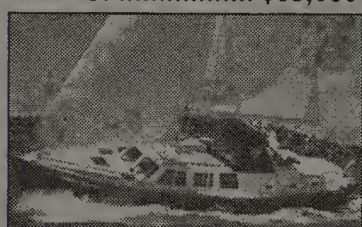
**Sabre 34 Mk I** ..... \$49,000



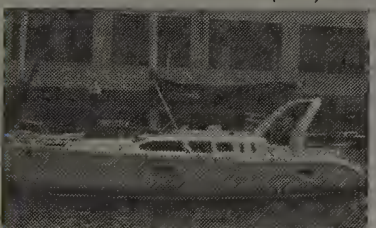
**Sabre Targa 34** ..... \$98,000



**Islander 36** ..... \$38,000



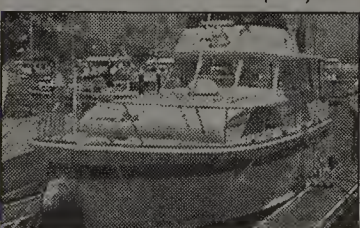
**46' Cal 246** ..... \$110,000



**Hunter 31** ..... \$59,000



**Sparhawk 36** ..... \$59,999



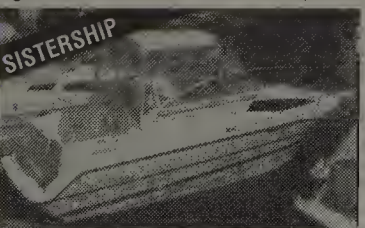
**Chris Craft 47** ..... \$175,000



**Aloha 34** ..... \$55,000



**Bayliner Trophy 24**....\$16,000



**27' Bayliner 2655** .... \$34,000

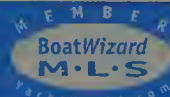


**Farallon 27** ..... \$68,000



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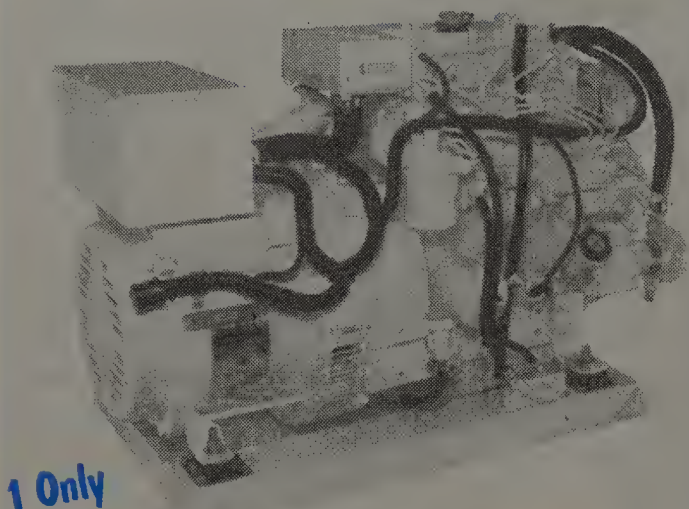


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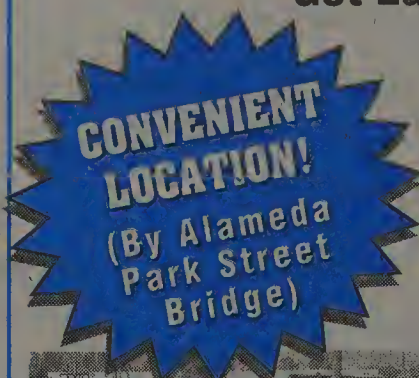
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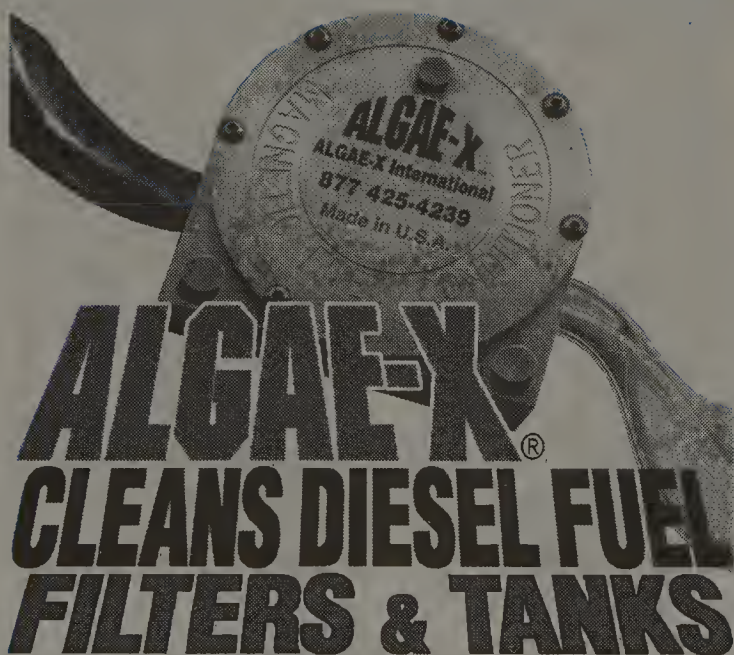
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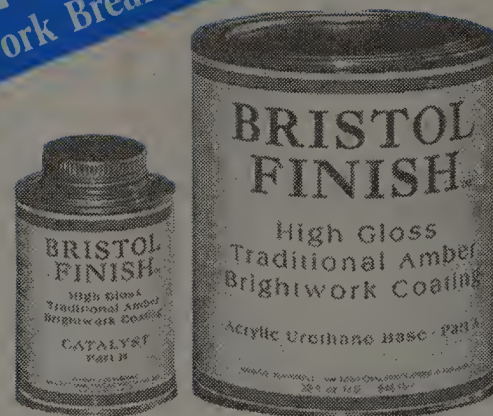
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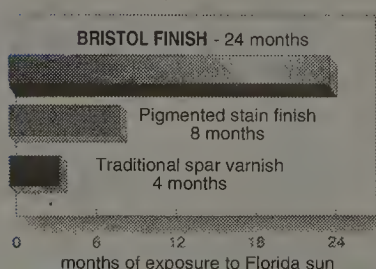
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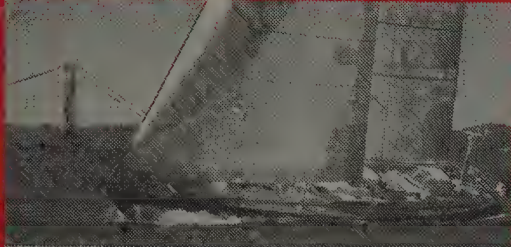
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**Swan 68** (1996). Dark red beauty with electric winches, furling mast, shallow draft keel, AC, generator. Lying Rhode Island. **Asking \$1,995,000**



**Santa Cruz 52** (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, electric main halyard, great sails, watermaker. **MAJOR PRICE REDUCTION \$549,000**



**Swan 441**. New to the market! This Ron Holland designed Swan is both a great daysailer and a fantastic ocean cruiser. **Call for Price**



**Swan 431**. A classic S&S-designed Swan. A great opportunity to own a true bluewater cruiser. Two available. **Asking \$149,000**



**76' Franz Maas Ketch**. This gorgeous long range cruiser has everything including a great price. Must sell! Lying SF. **Asking only \$695,000**



**Swan 48** (2000). Dark blue hull, electric winches, watermaker, AC, generator, roller furling boom, SatCom, radar, full electronics. **Asking \$775,000**



**Santa Cruz 50** *Gone with the Wind* is for sale! Probably the fastest SC50 afloat, she has a carbon rig, special keel, tons of sails!



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**58' TAYANA DECK SALOON** Powerful and fast, this large cutter will accommodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway **\$475,000**



### 48' TAYANA CENTER COCKPIT

Designed by Robert Perry, this bluewater cutter offers over 1,300 sq. ft. of sail and a waterline of over 40 ft. Two or three staterooms and easily handled by two people. Sailaway **\$330,000**



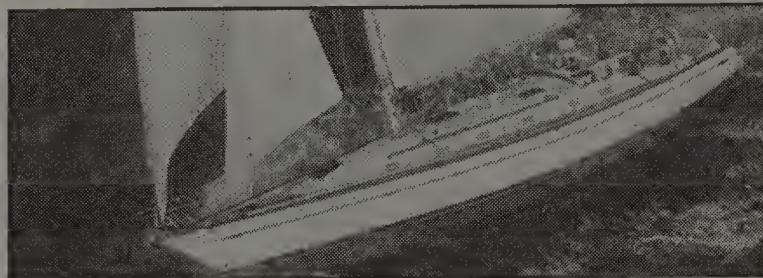
### 64' TAYANA DECK SALOON

New design by Robert Ladd. Fast and roomy with a beam of 18'. Deck saloon offers a spacious interior with many interior options. **\$960,000**

## SPECIAL

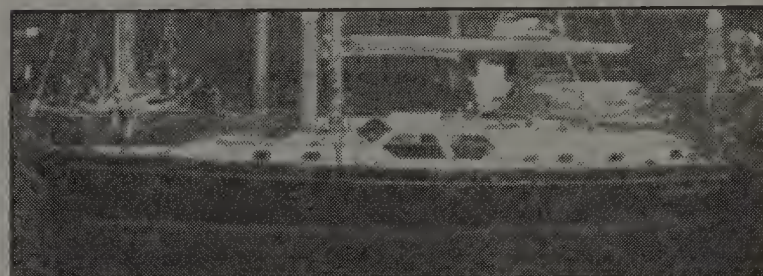
**One New Tayana 48 Center Cockpit &  
Two New Tayana 48 Deck Saloons –  
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### 52' TAYANA AFT COCKPIT

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### 48' TAYANA DECK SALOON

This custom built Tayana 48 Deck Saloon is the newest model in the 48 family. With a light, airy interior and the option of an inside helm station, this new design is a real winner among cruising yachts. Sailaway **\$355,000**



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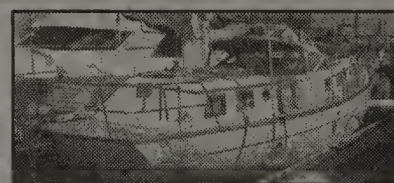
**1999 TAYANA 48 CNTR CKPT CUTTER**  
Fully equipped, all electronics, air/heat. Immaculate condition. 2 staterooms. **\$389,000**



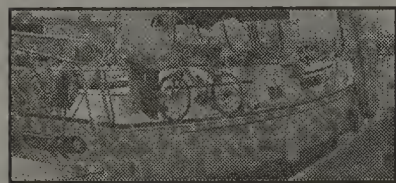
**2000 TAYANA 48 CNTR CKPT CUTTER**  
Cruise ready, all equipment, dive compressor. Great interior layout. Dark blue. **\$439,000**



**1978 HANS CHRISTIAN 43 KETCH**  
Just returned from Fiji nonstop! Completely equipped. Try **\$130,000**



**1979 EXPLORER 45 KETCH**  
Real nice condition. Lots of equipment. **\$129,000**



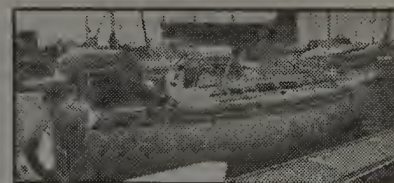
**1983 C&C 43 LANDFALL SLOOP**  
Extremely well equipped. Slips 4 in 2 staterooms. 62 hp Westerbeke. Ready for Mexico! **\$149,000**



**1982 HANS CHRISTIAN KETCH 43**  
See this one! Beautiful cond. and really well equipped. Ready to go cruising. Owner anxious.



**1986 TAYANA 42 AFT COCKPIT**  
Fully equipped. LeisureFurl boom furling, elect winch, full electronics, Bristol! Asking **\$179,900**



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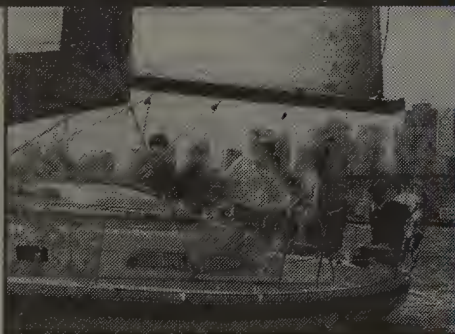


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**July 4-7** — Islander 36 Cruise to Benicia YC. Charles Hodgkins, (510) 865-9045.

**July 5-7** — Catalina 30 Cruise to Half Moon Bay. Lloyd Chase, (925) 447-3659.

**July 6** — Pacific Cup Bon Voyage Party aboard the USS Hornet in Alameda. This has got to be the coolest venue ever for a sailing party — 41,000 tons of history will be on display. Chuck Cunningham, (408) 781-0028, or [www.pacificcup.org](http://www.pacificcup.org).

**July 6-7** — Catalina 30 Fleet 1 cruise to Half Moon Bay. Lloyd, (925) 447-3659.

**July 11** — Single Sailors Association monthly meeting, featuring Alison Healy (CEO of Sail San Francisco 2002) speaking on the return of the tall ships and related activities. Oakland YC, 6:30 p.m., free. Info, [www.ssaonline.org](http://www.ssaonline.org).

**July 11, 18, 25** — Blokart demo rides. See [www.blokart.com](http://www.blokart.com) to learn about these new Kiwi-built portable land yachts, then call Eugenie at Sail California (510-523-8500) to find out when and where the testsails will occur.

**July 13** — Flea Market/Safety Day at Peninsula YC (Redwood City), 7 a.m. to 1 p.m. Table donation \$10, with proceeds to the Sea Scouts. Food available. PYC, (650) 369-4410.

**July 13** — "Introduction to Sailing," a seminar at Stockdale Marine in Sacramento at 2:30 p.m. Tickets are \$5 in advance, and \$7 at the door. Info, (916) 332-0775.

**July 16** — S.F. Bay Oceanic Crew group monthly meeting. Guest speaker Capt. Richard Glasgow, Commanding Officer USCG Station Golden Gate, will speak on Coast Guard assistance procedures. Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 456-0221.

**July 20** — Master Mariners' River Rat Cruise to the Sacramento Delta. Bob Griffiths, (510) 254-9467.

**July 21** — Swap Meet at Ballena Isle Marina, 8 a.m. to 1 p.m. Info, (510) 523-5528.

**July 24** — Contemplate the full moon.

**July 27-28** — Catalina 30 Cruise to Angel Island. Lloyd Chase, (925) 447-3659.

**Aug. 9-10** — 30th Annual Concours d'Elegance Wooden Boat Show at the Sierra Boat Company in Carnelian Bay, North Lake Tahoe. Over 125 antique classic woodies will be on display. Tahoe YC, (530) 581-4700, or [www.tahoeyc.com](http://www.tahoeyc.com).

**Aug. 10** — Master Mariners' China Camp Cruise. Dee Dee Lozier, (510) 653-8820.

**Aug. 24** — Swap Meet/Flea Market at Aolian YC (Alameda), 7 a.m. to 1 p.m. Sherri, (510) 523-2586.

**Aug. 24** — 12th Annual Vallejo YC Flea Market, 9 a.m. to 2 p.m. "If it's legal, sell it!" Rosemary, (707) 644-6178.

### Racing

**June 28-30** — North Sails Race Week in Long Beach. Warm weather, reliable breeze, great competition, great race management, and a fun shoreside scene. Doubles as the J/120 Nationals, the Farr 40 PCCs, the Schock 35 PCCs, and the J/24 Western Regionals. Bruce Golison, (714) 379-4884, or [www.premiere-racing.com](http://www.premiere-racing.com).

**June 29** — Midnight Moonlight Maritime Marathon, a 35-mile evening jaunt from Tiburon to Vallejo and back. Almost a full moon this time! SFYC, 789-5647.

**June 30** — Mayors Cup on Oakland's Lake Merritt. LMSC; Vicki Gilmour, (510) 236-8098.

**July 1-3** — Sears Cup Area G qualifiers in Monterey.



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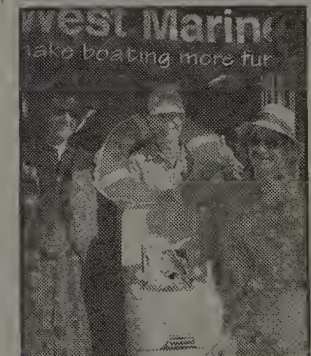
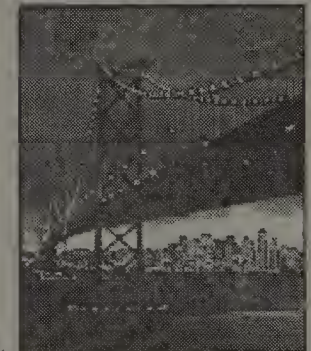
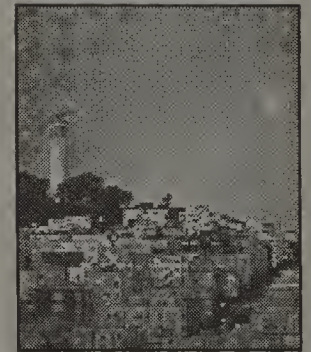
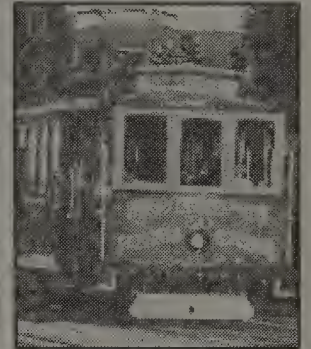
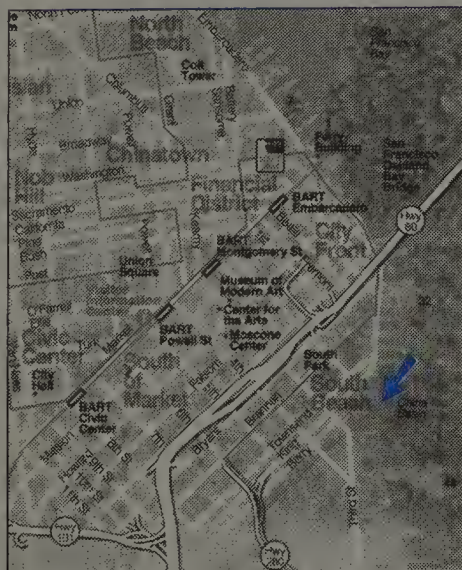
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# KKMI KH

**HAULOUTS - MECHANICAL - REPAIRS - YACHT SALES - DO-IT-YOURSELFERS**

*An Exclusive Interview*

## Barnacle Bill's Inside Story About

# A FREE HAULOUT

PT. RICHMOND, CA – In a rare interview Barnacle Bill (the sailor, of course) spoke with the *Khronicle* about KKMI's incredible offer of a free haul out.

**Da Kron:** So, Bill tell us about this free haul out.

**B.B:** Well it's true. They're giving it away. I guess they didn't need their wives' approval. (*ed. Must be an inside joke?*)

**Da Kron:** A free haul out, are you sure?

**B.B:** Listen you pollywog, schooner or later you're going to need your bottom painted, right?

**Da Kron:** Yes, this is true.

**B.B:** The deal is as long as you have the terrific crew at KKMI prep and paint the bottom the haul out is free. Nada. Zipo. No Charge!

**Da Kron:** Are you sure?

**B.B:** I steer you true and straight on this course. I promise you, there are

no other Ketches.

**Da Kron:** Certainly they can't do this forever. How long is this offer good for?

**B.B:** That's right. Even with such a big facility, there is a limit so you better get on the radio with them ASAP.

**Da Kron:** What about the prices for bottom paint?

**B.B:** They're the only yard that I know of that sells ALL of their materials equal to the discount houses. No question, their prices are the best!

**Da Kron:** We always thought KKMI was for big boats.

**B.B:** No way parquet. These guys love small boats. Most of them started sailing in dinghies in fact.

**Da Kron:** Speaking of dinghies, offering a free haul out like this is unheard of. The owners of KKMI must be nuts?

**B.B:** You're right, they are! But, please, don't ask me to tell you which one is the pistachio. OK?



**'Barnacle Bill'  
aka William Kaplan**

**B.B:** As long as you call them by July 21st you're all set.

**Da Kron:** But they must have a limit of how many boats they'll take?



# RONICLE

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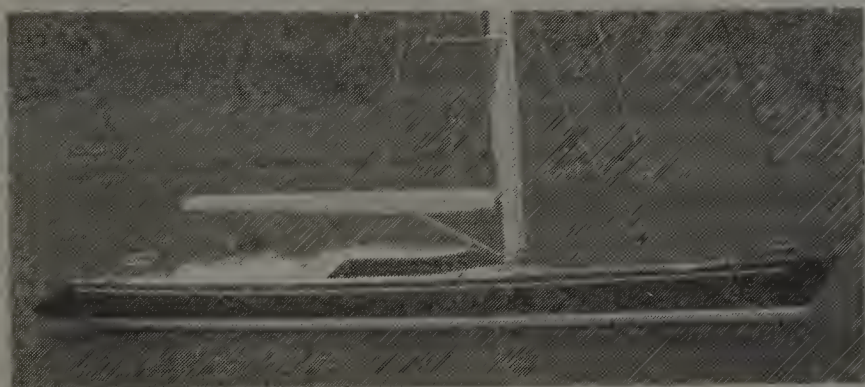
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## THE DREAM BECOMES A REALITY

### *Song Of The Sea, a Swan 112*



Shortly after her launching, *Song of the Sea*, the Swan 112, began sea trials in the Gulf of Bothnia. Sailing in a broad range of wind and sea conditions, the trials have been very successful. From her retractable bow and stern thrusters to the hydraulic sail handling systems, every system has been checked and double-checked. Nautor's team of dedicated craftsmen pronounced the vessel ready for long passages.

The owner takes the helm of the new yacht and eases her away from the dock, leaving the town of Pietarsaari, Finland. Ready to embark on an incredible journey, the dream becomes a reality. As the vessel enters the Gulf, for the very last time, the owner has a sense of déjà vu. This is not the first time this skipper has sailed from this harbor in a new Swan. In fact, he had done so several years earlier aboard his previous, but smaller, Swan.

The owner reflects on the previous journey with his Swan. As he thinks of all the wonderful experiences and incredible adventures that lay ahead with his new Swan, a chill runs down his spine. The owner and his wife plan to cruise this summer in Scandinavia and then head to the Mediterranean for the Swan World Cup in Porto Cervo. After the World Cup the yacht will be on display at the Monaco Boat Show in September. What a fantastic dream!

If you wish to board this masterpiece please contact Swan USA West for an appointment.

## HERB CRANE



### Friday's Freeboard

**POWER TO THE WEEPHOLE:** After spending time around boats you learn that marine engines can be quite cantankerous. More to the point, sooner or later you're going to need a mechanic . . . one that really knows what they're doing. Finding a great marine engine mechanic is not a simple task, let alone a company that will stand behind the work. At KKMI they have an incredible team of mechanics offering years of expertise. Do the names LaBruzzi, Rossellini, Baratta and Peacock ring a bell? No, this is not a law firm but members of the Mechanical Hall of Fame. If you're looking for a great mechanic, give KKMI a call. You will not be disappointed.

★ ★ ★

**LOCATION-LOCATION-LOCATION:** Looking for office space? Have I got a deal for you. The Timber Wharf offices are for rent. Newly renovated, of roughly 1,000 square feet, or divisible, it's a dream come true for some lucky sole . . . That is assuming having the 147-ft ketch *Mari Cha III* in front of your desk will not distract you too much. Go to KKMI's Web site for more info.

★ ★ ★

**KIT BOAT:** Take a carbon mast built on the East Coast. Add a steel fin machined to perfection from the Midwest. Attach this fin to a lead bulb and then connect it to an expertly crafted hull built in Australia. Bring all of these ingredients together in California and voila, you've got a *Zephyrus*, the 86-ft rocket ship! Assembled at KKMI in conjunction with her builder, McConaghy Boats, this boat is one of the most sophisticated machines ever launched. None other than John McConaghy himself was on hand to supervise and get his hands dirty. Upon departing KKMI John said, "This is absolutely by far the best yard I've been to in the world." Thanks John, you make us blush. If you're interested in seeing what *Zephyrus* looks like before and after . . . check out [www.kkmi.com](http://www.kkmi.com).

★ ★ ★

**WHAT A BOUQUET:** It's been a tradition at KKMI that once you've paid your yard bill you get a nice bottle of wine. Some customers have commented the bottle could arguably be the most expensive bottle of wine in the world! Recently the Richmond Yacht Club held a blind wine tasting with no one knowing who brought what and the bottle wasn't revealed from its paper bag until all the votes were in. The runner up was none other than the KKMI's finest cabernet. Does "shark white" bottom paint go with red wine?

★ ★ ★

**ALL SPRUCED UP:** There are still a few boats sailing these waters that have wooden masts, typically made of spruce. Sometimes, unfortunately, they fall down and go boom. The question becomes where do you go to get your wooden mast replaced? Who in the area has these skills to match the "old world" craftsmanship? If you'd like to see how you build a spruce mast take a look at KKMI's Web site.



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## CALENDAR

MPYC, (831) 372-9686.

**July 4** — Brothers & Sisters Race, a low-key PHRF race from Paradise Cay around those two local archipelagos. Tiburon YC; Gerry Gunn, 435-6038.

**July 4-5** — 34th Marina del Rey to San Diego Race, a 104-mile light-air overnight race. Santa Monica Windjammers YC; Orlando Duran, (818) 807-8545.

**July 6** — TransTahoe Race. Tahoe YC, (530) 581-4700.

**July 6-7** — Ronstan Bay Challenge, a boardsailing extravaganza. StFYC, 563-6363.

**July 8-12** — Staggered starts for the 70+ boats in the highest-octane West Marine Pacific Cup to date. See the race preview on pages 160-164 and/or check out [www.pacific-cup.org](http://www.pacific-cup.org).

**July 10, 1982** — It Was Twenty Years Ago Today, from Shimon Van Collie's article "Trans-Tahoe":

Mark Twain wrote, "To obtain the air the angels breath, you must go to Tahoe." Heeding his advice, we found this year's Trans-Tahoe Race the perfect opportunity for some heavenly respiration. It's hard to resist the charms of the "big water," a clear blue gem ringed by evergreens. Glassy water conditions in the mornings make for perfect water skiing, while the afternoon breeze provides excellent sailing, and many of the locals pursue both activities with equal ardor.

This year's July 10th Trans-Tahoe, the 14th annual, came at the end of the first Tahoe Sail Week. Organized by Greg and Jan Dorland, the week-long event offered something for everybody: PHRF racing, one design, Aussie 18s, centerboarders and catamarans, women's racing and the 24-mile Trans-Tahoe. Participants came from Folsom Lake, Santa Cruz, Sacramento, Whiskeytown, and San Francisco Bay. The turnout was impressive, especially the 115-boat fleet that went on the Trans-Tahoe, the latter sailed in picture-perfect conditions.

**July 13** — Third Annual Angel Island Cup, a PHRF race to benefit SAIL (Save Angel Island League). Corinthian YC, 435-4771.

**July 13** — Alameda InterClub #4, hosted by Oakland YC. M.L. Higgins, (510) 748-0289.

**July 13** — South Bay YRA race #4. Mike Satterlund, (408) 947-8211.

**July 13-14** — Annual PICYA Championships. Three Cityfront races for the Big Lipton Cup (PHRF 48-99), Larry Knight (100-156, with cruising accommodations), Little Lipton (157-206) and Admirals Cup (207-264). Info, (916) 776-1836.

**July 13-14** — High Sierra Regatta, weekend #1 for Banshees, Catalina 22s, Day Sailors, Fireballs, Lasers, Laser IIs, Lido 14s, SJ 21s, Ultimate 20s, and Open Multihulls. Great camping and sailing on Lake Huntington. Fresno YC; Deborah Reitz, (831) 626-6220.

**July 16-21** — 36th Annual Governor's Cup, an international match racing series for twelve yacht club teams of three junior sailors. Balboa YC, (949) 673-3515.

**July 19-21** — Santana 22 Nationals. RYC, (510) 237-2821.

**July 20** — 18th Annual Plastic Classic Regatta and Concours d'Elegance for '60s vintage fiberglass boats. BVBC: John Super, 243-0426.

**July 20** — 27th Silver Eagle Race, a 67-mile in-the-Bay distance race. Also, for the first time, a shorter 41-mile course (the 'Eaglet') is being offered for boats rating 160 and above. IYC; Joanne McFee, (925) 254-5384.

**July 20** — Summer Moonlight Regatta in the Port of Sacramento, a regatta for trailerable centerboarders under 19 feet. Lake Washington SC; Don Hill, (707) 693-0454.

**July 20** — Area G Mallory and Adams 'Semi-Finals', a





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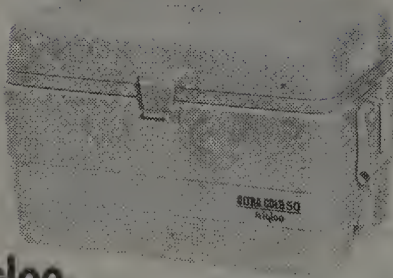
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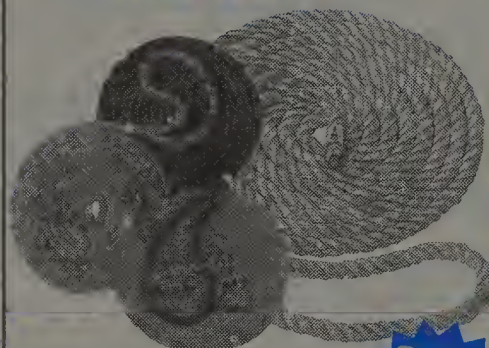


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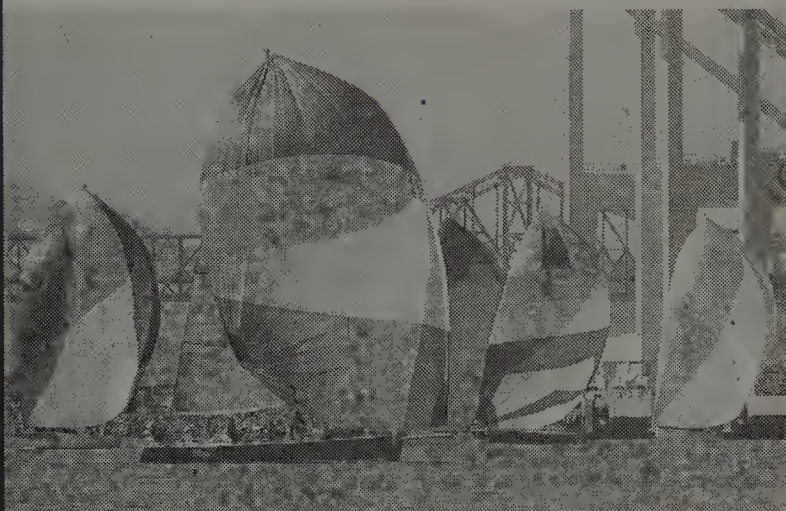
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## CALENDAR

BYO J/24 regatta at Richmond YC. Elissa Hall, (650) 345-4845, ext. 20.

**July 20-21** — High Sierra Regatta, weekend #2 for Junior Lasers, C-15s, Moore 24s, Santana 20s, Thistles, Victory 21s, Wabbits and PHRF. Fresno YC; Deborah Reitz, (831) 626-6220.

**July 20-21** — West Marine Fun Regatta at Encinal YC. Troy Keipper, (510) 769-0221.

**July 20-21** — Knarr Match Races. StFYC, 563-6363.

**July 23, 1992** — Ten Years After, from our article called "Aldo Alessio Memorial Race — Surfing Safari":

It was a night to remember. *Taxi Dancer's* Tom Leweck, veteran of 40 Mexican races and six TransPacs, claimed he'd never seen anything like it. "It was probably the wildest twelve hours of sailing I've ever done." *Blondie's* Dave Ullman: "Imagine the carnage if this had been an Ensenada Race, or any other Mom and Pop race. The freeway would have been littered with bodies!" *Cheetah's* Jay Nelson: "I saw the biggest wave I've ever seen in California." *Starship's* Mike Elias: "The only race that comes close was the '87 Newport-Cabo Race on *Rags*!" Elizabeth Ryley of *Mirage*, age 15: "It was really scary! I thought to myself, 'I can't die yet — I'm not even in college!'"

St. Francis YC's inaugural Aldo Alessio Memorial Race, a 375-mile drag race down to Long Beach for sleds and Cruz 50s, was a real adrenaline pumper — at least on the top three quarters of the course. Sixteen boats — fortunately all grand prix efforts, given the gnarly conditions — sailed out the Gate at 11 a.m. on Thursday, July 23. Two of them — *Kathmandu* and *Victoria* — didn't finish, and on one escaped unscathed.

By dinnertime, winds had built to 30 knots and were gusting higher — a harbinger of things to come. Even before the lights went out, Mike Campbell's new Andrews 70 *Victoria* blew her rig out in a 20-knot round-down. Fortunately, the crew — which included designer Alan Andrews and *Camouflage's* Al Schultz, who's rumored to be shopping for a sled — was fine, though \$100,000 of spars, cobalt rigging, instruments and sails had to be jettisoned before they could motor in to Monterey.

By darkness, the fleet was south of Pt. Sur, with most boats surfing in the high teens and occasionally planing in the low 20s. The farther offshore you went, the hairier it got: *Cheval*, the outside boat, claimed some particularly impressive numbers. "We saw a 46-knot puff, hit a top speed of 30 and showed 368 miles on the log after 24 hours," reported Mike Howard. *Cheval's* instruments might have been a tad optimistic, as other boats in that vicinity never saw numbers that high: *Mirage* "only" hit 27; *Taxi Dancer* topped out at 25.

At sun-up, the battered fleet was off the Channel Islands, downshifting to half ounces for the final 100 miles. Damage that night included at least a dozen blown-up kites, a bunch of poles, too many afterguys and halyards to count (*Kathmandu* retired with a big fuzball of halyards jammed at the masthead), a mainsail (*Joss* finished with a #4 in its place), and fittings torn off decks. *Blondie* and *Grand Illusion* both damaged their rudder quadrants in crashes; each managed to repair them after steering with 3-foot emergency tillers for one and three hours, respectively. Everyone ploughed into waves and filled their cockpits; several boats had rogue waves nail them from behind.

Even the eventual winners — Jim Ryley's SC 70 *Mirage* and Gene Twiner's SC 50 *Oaxaca* — had their share of excitement, or "child abuse" as they laughingly called it. Both owners brought along their 15-year-old children, and both kids ended up in the water during brodies. Ryley and Twiner had another thing in common — *Oaxaca* is Ryley's old boat.



# SAIL *California*

# Brokerage

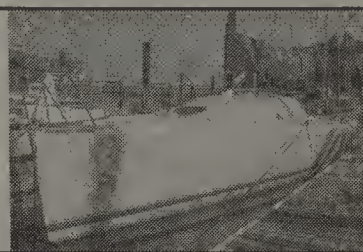


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main and jib make her easy to sail.



## J/120, Guero

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72' Davidson, '93, <i>Cassiopeia</i> *	595,000
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53' J/160, '96, <i>Bushwacker</i> *	649,000
53' Santa Cruz 52, '99, <i>Triumph</i> *	790,000
50' Beneteau 510, '93, <i>Rhapsody</i> *	Pending 249,000
45' Morgan 454, '84, <i>Aade</i> *	126,000
43' J/130, '96, <i>Easy</i> *	285,000
42' Catalina, '95, <i>Spirit of Copan</i> *	138,000
41' Bianca 414, '80, <i>Sundog</i>	65,000
41' Jeanneau, '89, <i>Trouvera</i> *	135,000
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40' J/120, '99, <i>Guero</i> *	246,000
40' J/120, '99, <i>Galapagos</i>	Reduced 229,000
40' J/120, '99, <i>Junkyard Dog</i> *	229,000

40' J/120, '98, <i>Jyuing</i> ,	215,000
40' Farr 40, '98, <i>Blue Chip</i> ,	290,000
40' Wilderness, <i>Geronimo</i> **	Pending 50,000
40' X-Yacht, '89, <i>Dauntless</i> **	68,000
38' Tartan 3800 OC, '99, <i>Torrent</i>	239,000
38' Tartan 3800, '97, <i>Gusto</i> *	249,000
37' Express 37, '85, <i>Guinness</i> *	82,500
36' Sweden, '84, <i>Joystick</i> **	Reduced 104,000
35' One Design, '99, <i>Rigel</i>	Reduced 100,000
35' J/105, Hull #511*	New Boat
35' J/105, '00, <i>Jellow</i>	Pending 135,000
35' J/105, '96, <i>Konza</i>	109,000
35' J/105, '96, <i>Kat's Meow</i>	124,000
35' J/105, '92, <i>Veloce</i>	89,000
35' J/35, '88, <i>Jabiru</i>	Reduced 53,000
35' J/35, '85, <i>Uncle Bill</i> *	New Listing 59,000
35' J/35, '85, <i>Blue Streak</i> **	49,500
35' J/35, '85, <i>Jammin</i> **	67,500

35' J/35, '85, <i>Pazzo</i> **	59,000
35' J/35, '85, <i>Kittiwake</i> **	54,000
35' One Design 35, '00, <i>Electra</i> *	New Listing 120,000
35' Hallberg-Rassy, '77, <i>Dragonfly</i> **	New Listing 53,500
33' Synergy 1000, '99, Hull #2**	65,000
30' J/92, '93, <i>Coyote</i> *	New Listing 64,000
30' J/30, '82, <i>Jayhawk</i> **	Pending 29,900
30' J/30, '79, <i>Slingshot</i> **	26,000
29' J/29, '84, <i>Jolly J</i> *	New Listing 25,000
26' J/80, Hull #445*	New Boat
24' J/24, '84, <i>Jungle Love</i> **	22,000
24' J/24, '77, <i>Mickey Mouse</i> **	12,500

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**CALENDAR**

**July 26-28** — Laser PCCs. SFYC, 789-5647.

**July 27-28** — *Il Moro Trophy* for IACC 70s. Five vintage IACC yachts — namesake *Il Moro* (ITA-1), NZL-14, NZL-20, *Stars & Stripes* (USA-11) and *Oracle* (USA-49) — will go at it again off Sausalito. Two races Saturday, long distance race Sunday. Info, [www.iaccsf.com](http://www.iaccsf.com).

**July 27-28** — Second Half Opener, hosted by Encinal YC. YRA, 771-9500.

**July 27-28** — Albert Simpson/Sportboat Regatta for J/35s, Etchells, Melges 24, and J/24s. StFYC, 563-6363.

**July 27-28** — DeWitt Dinghy PCCs at Stillwater YC (Pebble Beach). Sallie DeWitt, (800) 398-2440.

**Aug. 4-8** — El Toro, NAs at Huntington Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 2-4** — Aldo Alessio Regatta, first of four regattas in the new San Francisco Bay Series. Open to Americap boats over 35 feet and bigger one designs (SC 52, Farr 40, Express 37, J/35, J/120, J/105, 1D-35). StFYC, 563-6363.

**Aug. 3** — OYRA/GGYC Lightship II Race. YRA, 771-9500.

**Aug. 10** — PICYA Chispa/Youth Regatta at Encinal YC, (510) 522-3272.

**Aug. 10-12** — Junior Olympic Festival, a US Sailing event, at San Francisco YC. Info, 435-9525.

**Aug. 17** — OYRA/SFYC Southern Cross Race. YRA, 771-9500.

**Aug. 17** — Gracie & George Race, a doublehanded affair hosted by Encinal YC. Info, (510) 522-3272.

**Aug. 17-18** — Summer Keelboat Series, the second event in the S.F. Bay Series. Nine classes, two venues. SFYC, 789-5647.

**Aug. 30** — Windjammers Race. SCYC, (831) 425-0690.

**Aug. 31** — Jazz Cup, co-hosted by South Beach YC and Benicia YC. SBYC, 495-2295.

**Aug. 31-Sept. 1** — NOOD Regatta. StFYC, 563-6363.

**Sept. 12-15** — Big Boat Series. StFYC, 563-6363.

**Jan. 20-24, 2003** — Terra Nova Trading Key West Race Week. See [www.Premiere-Racing.com](http://www.Premiere-Racing.com)

**Summer Beer Can Races**

**BAY VIEW BOAT CLUB** — Monday Night Madness, second half: 7/22, 8/5, 8/19, 9/2, 9/16. John Super, 243-0426.

**BENICIA YC** — Thursday Race Series through 9/19. Joe Marra, (707) 748-1235.

**BERKELEY YC** — Friday Night Races through 9/27. Paul Kamen, (510) 540-7968.

**CORINTHIAN YC** — Friday Night Series. Every Friday night through 9/6. CYC, 435-4771.

**COYOTE POINT YC** — Every Wednesday through the end of October. Mike Finn, (408) 267-7359.

**ENCINAL YC** — Friday Night Twilight Series, second half: 7/26, 8/9, 8/23, 9/13, 9/27. Les Raos, (925) 930-0247.

**FOLSOM LAKE YC** — Wednesday Night Fun Races through 9/25. John Poimiroo, [john@poimiroo.com](mailto:john@poimiroo.com).

**GOLDEN GATE YC** — Friday Nights: 7/12, 7/26, 8/9, 8/23, 9/6, 9/13. Chris Joyce, 821-4467.

**GOLDEN GATE YC** — Folkboat Wednesday Nights 8/7-8/28. Ed Welch, 851-3800.

**ISLAND YC** — Friday Nights on the Estuary: 8/2, 8/16, 9/6, 9/20, 10/4. David Hand, (925) 820-5637.

**MONTEREY YC** — Wednesday Nights through 9/25. PHRF and Shields racing. MPYC, (831) 372-9686.

**OAKLAND YC** — Sweet 16 Series. Every Wednesday between 7/31-9/18. George Gurrola, (510) 843-9417.

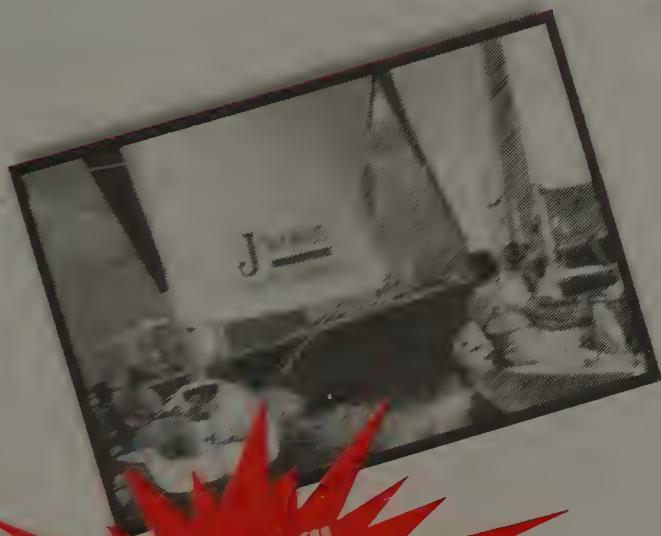
**RICHMOND YC** — Wednesday Nights: 7/3, 7/17, 8/7, 8/21, 9/4, 9/18. Eric Arens, (510) 841-6022.



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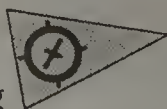
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## CALENDAR

**ST. FRANCIS YC** — Friday Night Windsurfing: 7/12, 7/26, 8/9, 8/30, 9/13, 9/27. John Craig, 563-6363.

**SAN FRANCISCO YC** — Family Dinghy Series. Wednesday nights, late June through early Sept. Quentin, 435-9525.

**SANTA CRUZ YC** — Every Wednesday during daylight savings time. Larry Weaver, (831) 423-8111.

**SAUSALITO YC** — Tuesday Sunset Series, second half: 7/30, 8/13, 8/27, 9/10, 9/24. Tim Prouty, 331-9147.

**SEQUOIA YC** — Every Wednesday night through 10/9. John Farnsworth, (650) 366-9911.

**SIERRA POINT YC** — Tuesday Night Races through 10/8. Parks Phelps, (650) 952-0651.

**SOUTH BEACH YC** — Friday Night Series: 7/5, 7/19. Joel Davis, 999-1019.

**TAHOE YC** — Monday Night Lasers: 7/8-8/26; Dan Houseman, (530) 583-9111.

**TAHOE YC** — Wednesday Night Beer Cans: 7/10-8/28. Gary Redelberger, (530) 583-9132.

**TIBURON YC** — Friday Nights: 7/12, 7/26, 8/16, 8/30, 9/13. Gerry Gunn, 435-6038.

**VALLEJO YC** — Every Wednesday night through 9/25. Bill Thomas, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at [editorial@latitude38.com](mailto:editorial@latitude38.com). But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

#### July Weekend Currents

date/day	slack	max	slack	max
7/04Thu		0005/2.8E	0424	0713/1.8F
	1004	1220/1.7E	1556	1854/2.1F
	2154			
7/05Fri		0058/3.2E	0515	0814/2.3F
	1112	1320/1.6E	1648	1941/2.1F
	2235			
7/06Sat		0147/3.7E	0600	0905/2.7F
	1210	1417/1.7E	1735	2026/2.2F
	2316			
7/07Sun		0233/4.2E	0642	0948/3.1F
	1302	1507/1.8E	1820	2109/2.3F
	2356			
7/13Sat		0049/2.8F	0332	0700/5.3E
	1047	1351/4.1F	1720	1940/2.8E
	2250			
7/14Sun		0142/2.7F	0426	0749/4.8E
	1132	1436/3.9F	1803	2030/3.0E
	2354			
7/20Sat		0126/4.4E	0534	0846/3.4F
	1154	1413/1.8E	1717	2011/2.6F
	2257			
7/21Sun		0224/4.7E	0627	0941/3.8F
	1252	1517/1.9E	1813	2105/2.7F
	2349			
7/27Sat		0041/2.6F	0330	0642/4.5E
	1037	1336/3.5F	1656	1915/2.5E
	2239			
7/28Sun		0123/2.4F	0413	0722/4.0E
	1112	1410/3.2F	1731	1956/2.6E
	2327			





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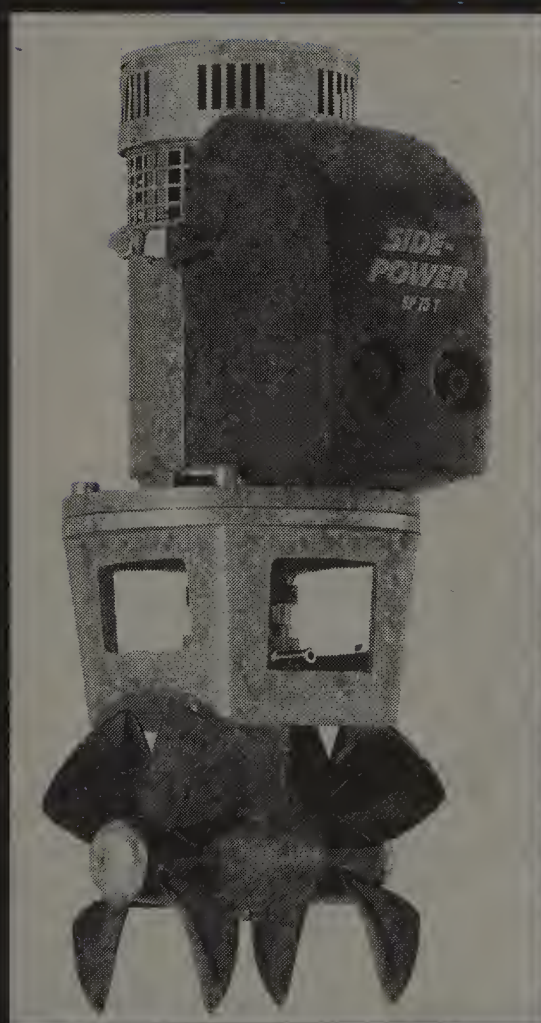
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## LETTERS

### ⇕ MEXICO IS NOT A CHEAP VERSION OF THE USA

I have enjoyed reading the recent letters presented in *Latitude* concerning the situation in Mexico. Since my wife Mary and I started Marina de La Paz from scratch some 20 years ago — it was the first privately-owned marina in Baja California Sur, and I think the second in all of Mexico — we have made some observations and formed some opinions that might be of interest.

There is a great variety of people and boats cruising the Sea of Cortez, so 'homogeneous' does not describe the boating community. But it's interesting and encouraging how well everyone gets along and how eager they are to be helpful —



Mary and Mac have helped generations of sailors.

both in and out of the marina. We have encountered very few cruisers who have tried to get away with anything. Well, there was the young couple that snuck into the women's bathroom to shower — and more — together. If they had only been able to keep the noise down, they might not have been turned in to the office.

However, there are some foreign boatowners who do cause problems. For instance, there's a serious problem with foreigners who abandon their boats in Mexico. La Paz has half a dozen sitting on the El Mogote beach in front of town. There are at least a dozen more currently afloat in the anchorage that will almost certainly end up on the beach. Every port captain in Mexico faces the same problem, as do marina owners. What are the government and marina owners to do with fiberglass boats that last forever, but whose owners have left the country and abandoned them? Who is to pay for the removal of the boats, as there is certainly no money for it in the federal, state or municipal coffers? And the laws involving the disposal of these boats — like most maritime laws in Mexico — are ancient and cumbersome laws that were written for large commercial vessels. Maybe foreign cruisers should be required to put up a bond — as car owners must do on mainland Mexico — to encourage owners to be responsible for their vessels.

I have almost completed what in the United States would be called a 'Marshal's Sale' involving a 55-ft wooden motorsailer that's been in our marina. In the United States, it might take 90 days to get rid of such a boat, but here it has taken me 2+ years so far and a tremendous amount of money. I'm told that I may be the only person in Mexico who has attempted to resolve such a problem by going through the entire legal process, where I'll end up owning a boat I never wanted. Whether or not it will have been worth the effort is something we won't know until I can find a buyer. From the very beginning, a frustrated Mary recommended quicker solutions: "Sink the bugger some dark night; chop her up and burn her; put her on anchor and let her join the fleet on El Mogote." We couldn't have legally done any of those.

Overall, we've actually been quite lucky. Another marina manager in Mexico has 15 boats that the owners aren't pay-



The Coastal Cup was a test of boats, sailors and sails. A combination of strong wind and big seas caused 8 out of the 39 starters to retire early with a variety of problems.

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Mark Halman's Hobie 33 'Sleeping Dragon' at the start of their overall victory in the Coastal Cup.

## Quantum Coastal Cup Winners:

<u>Overall</u>		
<i>Sleeping Dragon</i>	Hobie 33	1 <sup>st</sup>
<i>Raven</i>	CM1200	2 <sup>nd</sup>
<i>Winnetou</i>	SC 52	4 <sup>th</sup>
<u>Division A</u>		
<i>Raven</i>	1 <sup>st</sup>	
<i>Winnetou</i>	2 <sup>nd</sup>	
<u>Division B</u>		
<i>Zuni Bear</i>	1 <sup>st</sup>	
<i>Luna</i>	2 <sup>nd</sup>	
<u>Division E</u>		
<i>Sleeping Dragon</i>	1 <sup>st</sup>	
<i>Salty Hotel</i>	3 <sup>rd</sup>	

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— Jeff Pulford, owner, *Bustin' Loose*

Jeff Pulford has been an avid racer on Monterey Bay for over 20 years, most recently aboard a Santana 30/30 GP. After many years of success, the time came to find something bigger and faster.

"I surveyed the market for several years and knew just what I was looking for but didn't know the name of the boat. After speaking with Nelson Yachts on one of their listings, they mentioned the Sydney 38 and I knew I had found it," stated Jeff.

"The Sydney 38 is perfect for the offshore conditions we have on Monterey Bay, which is our primary racing venue. In addition, we look forward to racing on San Francisco Bay with the growing one-design fleet, perhaps doing races like the NOOD, BBS and Quickboats. The longer term schedule includes plans for a Hawaii race within a year or two. We don't 'pleasure sail' because we have most of our fun on the race course. The Sydney 38 is a great all-around boat, well built and has the performance for our varied racing schedule."

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— Steve Lopes

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## LETTERS

ing rent on. And he's legally responsible for them — no matter if he keeps them in his marina or puts them out at anchor. I mention this problem at such length to illustrate how new Mexico is at this game of dealing with recreational vessels. Add to this the fact that Mexico is a nation focused on its interior, not its coast, and that very few Mexicans have cruised the coast until recently.

From my perspective, the Mexican government has responded positively — albeit slowly — in significant ways to accommodate a form of tourism that brings them a relatively insignificant — compared to land tourism — source of income. And this has been accomplished by the Secretariat of Communication and Transportation (SCT), a branch of government that has never been involved in tourism before. Therefore, I am optimistic that there will be adjustments to the costs to enter and leave ports, and simplification of clearance procedures — things that so many cruisers are complaining about. Members of the Mexican Marina Owner's Association are pushing hard to get these changes made, but it's not easy, as many government agencies would have to work together to coordinate such a change, and there's no government agency in the world that likes to change.

Nonetheless, there have been some significant changes over the years that have benefited cruisers and marinas. For example, being able to leave a boat in Mexico for years on end. Not so long ago, the law required all foreign boats to leave the country after six months. Contrast this with the policy in the United States. If a Mexican wants to have his boat in the U.S., the owner or captain must stay in the U.S. He/she could not leave the U.S. and return to use the boat later.

A number of letters to *Latitude* have complained about how expensive it is to cruise in Mexico. A long article could be written to reveal the causes: internal inflation, holding the peso at a par with the US dollar, international pressure affecting fuel prices (gas over \$2/gal) — and therefore the cost of doing anything involving energy. Another cause is a country that pretty much operates without loans. If you want to build a house, a marina, or create an inventory for a business, a bank would charge you at least 30% interest — if banks were making loans. But at the moment, banks don't have the resources to lend money. This raises the cost of living, no matter if you are a local or visitor.

Cruisers disappointed that the good old cheap days are



**La Paz has long been plagued with abandoned American boats.**

LATITUDE ARCHIVES

gone need to realize what it means to have an inflation rate of close to 15% — which is actually lower than it was a few years ago. Are cruisers really expecting to live on the same number of dollars that got them by five

or 10 years ago in Mexico? Do they think they could do the same thing in the United States? For the benefit of her own people, Mexico is making great efforts to move closer to the first world economically. But it's a major struggle, and for the most part, the Mexican workers have yet to see the benefits of that effort. Cruisers who find that they can't live aboard



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*Sydney 38*



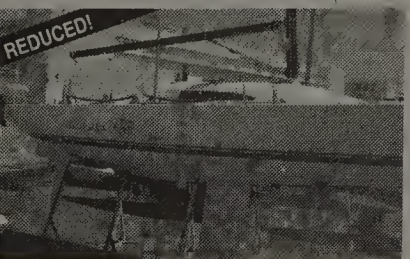
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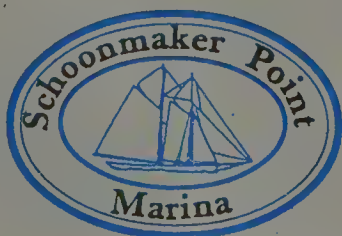
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## LETTERS

quite as well on \$500/month can take some solace in the fact that many Mexican families are living on that or less. Some of the cruisers who complain at least have the choice — not available to the Mexicans — of returning to the land of milk and honey. Those who do return don't do it until they've gotten their teeth fixed and have stocked up on cheap pharmaceuticals.

My next comment might seem harsh. The Mexican tourist industry seeks tourists who spend money. After all, that's the only reason to promote any tourist activity in any country. Mexico is not in the economic position to be able to host visitors on a zero-sum basis — or worse, subsidize them. Cruisers on slim budgets may feel that they are contributing more to the Mexican economy than they receive from public services, but it's hard to say. Having these services — running water, sewage systems, garbage disposal, street lighting, paved streets, inexpensive public hospitals, the naval hospital, fire departments, Red Cross ambulance, police services of all kinds, and much more — available to all if needed is sort of like cruisers having an insurance policy on the basics for which they don't directly pay premiums. In any event, we recommend that visiting cruisers join the Club Cruceros when based in La Paz, for the help they provide mariners and others in La Paz.

As marina owners, we try to emphasize to government agencies how much, not how little, cruisers spend in Mexico. If we want a voice for positive change, officials need to hear about the financial benefits the visiting mariners are bringing to the country. Please help us do that. We also stress how benign this form of tourism really is. So far the cruising community has a good reputation for leaving the areas they visit cleaner than when they arrived — true eco-tourism. A special thanks to those who take time to clean up the beaches they visit.

Finally, it is good to remember that we foreigners are foreigners — not just because we hold a different citizenship, but because our cultures had two different European roots. Mexico does not pretend to be a cheap version of the United States. If we foreigners are going to live here, we have to accept those differences — whether we like them or not.

Malcolm and Mary Shroyer  
Marina de La Paz  
La Paz, Baja California Sur

*Malcolm & Mary — Once again, we find that we share almost identical outlooks on the situation in Mexico. But a couple of comments:*

*While there is no typical cruiser in Mexico, our observation is that many active cruisers continue to live pretty much the same kind of lifestyle they enjoyed in California. Which is to say they spend — particularly for Mexico — lots of money. Of course, why shouldn't they? Most of them spent a lifetime earning it, and it's good for the Mexican workers and economy.*

*The reason we periodically make a big deal of how little/much it costs to cruise Mexico is because we've always had a soft spot for folks who know how to have a terrific time cruising on just a few bucks. We not only admire their pluck, but also their realization that when it comes to cruising pleasure, money is near the bottom of the list of requirements. The amazing thing is that despite the increasing cost of living in Mexico that you referred to, it's still possible to cruise Mexico on a small — even incredibly small — budget. This has been demonstrated in recent issues of Latitude and there's more specific evidence in one of this month's feature articles.*

*Obviously, one can't cruise ultra-inexpensively and 'California style', where the inclination is to spend, spend, spend.*



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## LETTERS

but one can cruise simply and naturally in Mexico — which is often more satisfying. The thing about Mexico is that it's an ideal place for people to enjoy cruising, no matter if they want to be extra frugal or if they want to blow their children's inheritance. Mexico may not be perfect, as some people are disappointed by the unpleasant side effects of poverty and bureaucracy, but it does have a few things going for it: thousands of miles of mostly pristine and uninhabited coastline, countless anchorages, warm water, an endless supply of seafood, wonderful people, dirt cheap health care, countless free or low-cost activities, and the fact that it's close to the United States.

Like anyone else who cruised Mexico before the introduction of the 20-Year Import Permit, we know that the Mexican government has made changes in their laws to make things easier for cruisers. This is why we're as confident as you that there will eventually — *mañana* — be changes in the clearing procedures. However, when cruisers ruminate about Mexican maritime laws and procedures, it's also good to remember how flexible Mexican port captains are. There are many places in the world where nobody is allowed off a boat until officials have come out and cleared the boat, a process that can take hours — if not a day or more. If Mexican port captains strictly adhered to Mexican law, nobody but the captain would be able to get off a boat until she was cleared — and for a boat that arrived late on a Friday, that could mean not until Monday about noon. So while Mexican clearing procedures aren't as user-friendly as they should be, they could be a lot worse.

As for Mexico not being a cheap version of the United States, thank God for that!

### ↑↓ 'TANKER SQUAT' WAS THE LAST STRAW

Last month's letter regarding "tanker squat" was the last straw. I had hung up the ol' pen and paper and retired to a ranch in the wilds of Oregon — until the sea called once again. But this time it was towboats, not multihulls, that called to me. Let me tell you this lonely cowpoke has never found a level of seamanship in all my ocean miles like that required on a harbor tug. Like many of Plumb Bob's endeavors, this nautical specialty is sorely misunderstood. So, forgetting past writing fiascos, I'll have an amaretto and coffee, then explain.

The Foss boat being towed backwards in last month's letter was a 'tractor tug', a unique vessel that really only has a bow and a stern so people don't point and laugh. The theory that it was facing "backward to be prepared to pull" for slowing down the ship was a good thought, but the tractor does not have conventional propellers. She can go sideways as fast as fore and aft. Think of an eggbeater in the middle of the vessel, with fins that control thrust, and you have the basic idea. She was actually facing aft because the back deck is easier to work and allows access to the tow winch for line control.

As long as I'm writin', here are some ideas to keep pleasure boaters alive longer. Never come close to a working tug. First, because the prop wash might get you. Consider also that the tug I usually work, for example, has a 3,000 hp engine and a push of about 50,000 pounds. When she's pulling on a ship, she exerts about the same amount of force on one or two lines. The lines do break sometimes, and being behind the tug when that happens is asking for a cold steel sandwich with a smear of plastic on the side.

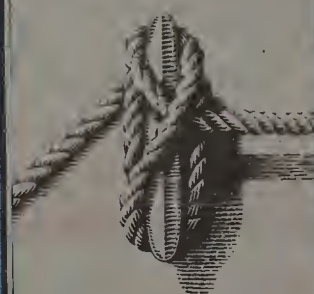
If you're on a pleasure boat, always pay attention to the basics. Make your intentions clear to working vessels. Choose the gap that's getting bigger, not smaller. Stay the hell away from ships that are docking, waiting at a safe distance if you



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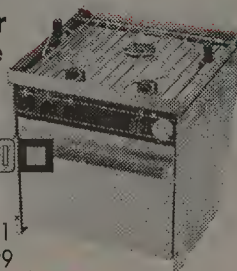
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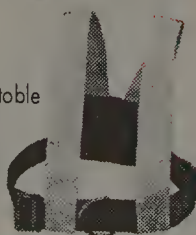


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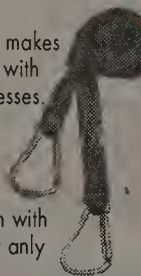
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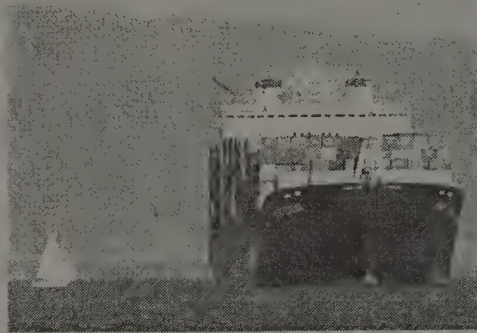
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## LETTERS



LATITUDE ARCHIVES

*The bar pilot gave the little boat a 20-second continuous blast.*

can't decide where to go. And know that many tug skippers have been pissed off enough by sailing vessels that you already have a strike or two against you before you start an interaction.

Last, but not least, remember that the numbers say tow boating is one of, if not the, most dangerous job in the state. A wave, a smile, or flashing some boobies is always appreciated.

Plumb Bob  
 Many vessels, Many names  
 Napa

Readers — The next time you happen to walk across the Golden Gate Bridge on a weekend, take a few minutes to watch the interaction between commercial vessels — particularly big ships — and recreational boats. You'll probably be appalled. Please give the guys driving the big ships plenty of room to maneuver, because from your perspective on a little boat, you have no idea about what other vessels they may have to dodge.

### ↑↓DON'T ALWAYS AGREE WITH YOUR OPINIONS

Thanks for the June follow-up article regarding the Survivor television show and Daniel's Bay in the Marquesas. While I do not always agree with your opinions regarding this and other matters, I do want to say how very much I — and others, I'm sure — appreciate your efforts to bring the sailing news to us. Your efforts through the years have been sterling to say the least, and I wish you all the success that may be headed your way. Your attention to detail has always been very helpful and timely. Keep up the good work.

Ross Mainor  
 Malaguena  
 South San Francisco

Ross — Thanks for the compliments. While we tend to state our opinions vigorously, our readers should never forget that they're nothing more than our opinions. The last thing a lively publication needs is a bunch of sycophants for an audience. As for our attention to detail, one way you and all other contributors could greatly assist us is by always including your full name, boat name, boat type, and hailing port. Without this information, letters and other reports seem incomplete, and we fritter away untold precious deadline hours trying to track the information down. Please — we're begging you — help!

### ↑↓BUT NOT THAT GRATEFUL

While I am very grateful to you for publishing the Crew List, and hosting the wonderful Crew List Parties, I'm puzzled as to why the Crew Lists are divided by gender. I don't see any reason for it. Could you explain? And this time without being condescending.

Mo Newman  
 Tiburon

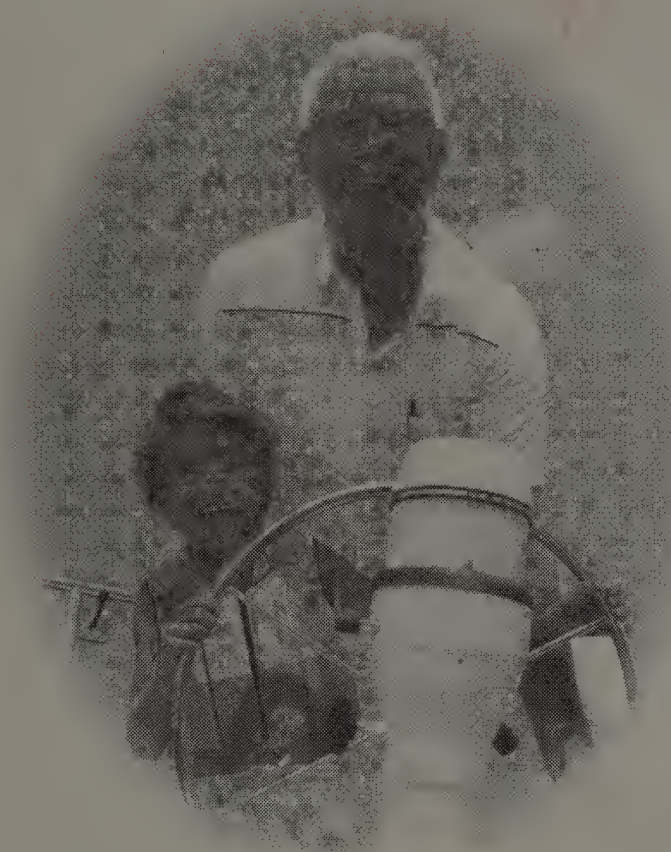
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## LETTERS

by length to better help readers find what they are looking for. We divide the Crew List by gender for the same reason.

There are several reasons why readers might care primarily about the gender of potential crew. For example, many wives/girlfriends prohibit their husbands/boyfriends from having women as crew. This is reverse sexism, of course, but it's rampant. Other skippers — ourselves included — like to sail with as close to a 50-50 ratio of men to women, and may have 'gender spots' to fill. Perhaps the biggest reason is that a large number of men and women with an interest in sailing use the Crew List and Crew List Parties as a way of enlarging their social circle, thereby creating a greater chance that romance might find a way into their lives. While we don't host the Crew Lists and Parties as a matchmaking service, romantics such as ourselves are not disappointed that they have led to countless long term relationships and more than a few marriages.

Two other things to consider: 1) Dividing the lists by gender results in women getting a much greater response than men. 2) Kitty James, who publishes *Santana*, divides her sailing magazine's crew list by gender also.

### GRATITUDE AND CAUTION

In September of 2000, you ran an article entitled *Kokopelli's Sad Return*. It recounted a dismasting which befell the SC 52 *Kokopelli*<sup>2</sup> during the early morning hours of August 11, about 1,100 miles northeast of Hawaii, from which she was sailing back to California after the West Marine Pacific Cup. The owner and his racing crew had flown home after the event. The boat was being sailed back by a paid delivery skipper and a volunteer delivery crew. I was a member of that crew.

As the article reported, the mast came down during a routine tack in 10 knots of wind and two-foot seas. I had just come on deck and was waiting to heave the jib sheet. As the boat turned into the eye of the wind, the mast suddenly snapped between the upper two shrouds, hinged backwards — not forward as you reported — and then broke a second time down near the doubling at the cabin top. The entire rig — the two broken mast sections, the boom, the sails, the shrouds and the stays — fell aft into the cockpit. Though there were three of us standing there, I was the only casualty. The wreckage struck me in the back and severed my spinal cord. I am permanently paralyzed from the abdomen down, and am still learning to live with that fact.

As *Kokopelli*<sup>2</sup>'s owner laconically put it to *Latitude*, "Sometimes very bad things just happen out there." I was the victim of one of those very bad things. That is why I am writing this open letter.

Although far more is now known about the causes of *Kokopelli*<sup>2</sup>'s dismasting than was the case when *Latitude* published its September 2000 article, I'm not writing to assign blame for my misfortune. I am instead writing to express my enduring gratitude to the people who were responsible for my rescue. The United States Coast Guard was absolutely superb. I probably owe my life to its remarkable Search and Rescue capabilities. I would also like to express my thanks to Capt. Gary Toledo, Second Mate Charlie Cutter, Chief Engineer Tom Morris, Steward Krista Bjelde, and the rest of the crew of the *Chevron Washington*. They diverted from their appointed route and steamed more than eight hours out of their way to take me aboard their ship to provide me with critical first aid. I will never forget their extraordinary seamanship, their unfeigned empathy or their unstinting generosity. But most of all, I would like to thank the incredible



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**Contest**



## LETTERS

paramedics of the 939th Air Rescue Wing. Once Capt. Toledo and his crew had confirmed the gravity of my injuries, United States Air Force Reserve Technical Sergeants Dave Armstrong, Jim Eddings, John Lafferty, and Scott Light flew over 1,000 miles out into the Pacific, and parachuted into a pitch black sea in the middle of the night, just to help a crippled mariner they had never met. Many people have rallied around me in the wake of the accident, but none have responded more ably or unselfishly than the men and women of the U.S. merchant marine, the U.S. Coast Guard, and the U.S. Air Force.

Since this is the time of year when yacht owners are looking for delivery crews back from Hawaii, and aspiring delivery crew are looking for interested yacht owners, I am also writing with a simple piece of advice: do not commit to a transoceanic voyage without confirming that the vessel is adequately insured.

Sometimes very bad things do indeed happen out on the ocean. As a consequence, no yacht should put out to sea without a substantial insurance umbrella. The standard yacht policy carries a "per occurrence limit" of only \$1,000,000. That means that the owner's insurer never has to pay more than \$1,000,000 for any particular accident or occurrence, no matter how many people were injured or how serious their individual injuries were. As my own experience demonstrates, \$1,000,000 is simply not enough.

My medical bills alone will exceed \$1,000,000. My day-to-day losses are all but incalculable. What is more, it was nothing short of a miracle that I was the only one injured in the dismasting. Had either one, or both, of my watch mates been hit, we would have literally had to compete with one another for the limited insurance funds.

To make matters worse, many yacht policies have "declining limits" or are "cannibalizing" policies. That means that the owner's legal costs and attorney's fees are likewise charged against the insurance limits. Imagine finding yourself in intensive care and having to compete with the lawyer of the person whom you contend put you there for payment of your medical bills.

I don't mean to stand down on the docks, like the character Elijah from Moby Dick, and warn people away from a voyage they are looking forward to; but if my experience means anything, it means that you should not go to sea in a yacht that carries nothing but a cannibalizing insurance policy with only \$1,000,000 coverage. If you're an owner, call your broker, check your policies, and make sure that you have excess or umbrella coverage up to \$4 or \$5 million. Anyone who can afford an oceangoing yacht cannot afford to under-insure it. Since delivery skippers seldom carry their own insurance, you should also have your broker list them, if only for the voyage at issue, as an additional named insured. You owe that much to yourself and your crew.

On the other side, if you're an aspiring crewmember, ask about the owner's insurance. Transoceanic race committees may survey an entrant's boat, but so far as I know, no one assesses his or her insurance coverage. It's far better to ask about these things, even though you may never need them, than to discover they aren't there when you need them.

Daniel Garr

## HOW MANY PIXELS IS TOO MANY?

I recently bit the bullet and bought a digital camera. A recent article in *Latitude* was a great help and inspiration, as were some articles in other magazines and on the web. Most of these articles emphasized the desirability of a camera with a least 3 mega-pixels. Opinions varied regarding the worth of



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## LETTERS

higher resolution. In any event, I wound up getting a very good deal on a Sony DSC F-707 — which is not to say that I didn't spend more money than I had planned.

My camera has 5 mega-pixels, although it will also operate at 3 MP and other lesser levels. It also has a 5X optical zoom, so in combination with 5 MP, the images will lend themselves to cropping. The 5 MP 'fine quality' files are approxi-



LATITUDE ANNIE

*Modern digital cameras are lightweight, small and produce excellent images.*

mately 2 megs per image. This camera can also produce TIFF files, which are uncompressed, and which apparently can be manipulated, without degradation. However, they are about 14 megs each! I have a total of 272 megs of memory in memory stick form, and could get more, so I can take a fair number of shots before downloading. Sony

seems to have figured out the battery issue, as the F707 will go for hours — and hundreds of photos — on one battery.

Here's my question. Everyone always stresses the importance of using the highest resolution, so I routinely use 5 MP — although I go with JPEG files rather than the massive TIFFs. In your article on digital cameras, I think that you suggested that you wanted the highest resolution possible, but I'm wondering if you really want 5 MP TIFFs or 5 MP JPEGs. Is 5 MP of anything overkill for you? My camera has the ability to change file sizes, so I can more or less customize them for the purpose and for the user.

I hope to send you some interesting stuff by email, which may influence the size of files I send to you. I suppose that I will also burn a CD from time to time, but the farther afield I get, the more cumbersome that will become.

By the way, I have ended my tenure down here at Cabo Isle Marina, although I'll still be in this marvelous metropolis for a while longer. I plan on spending the summer in the Sea of Cortez.

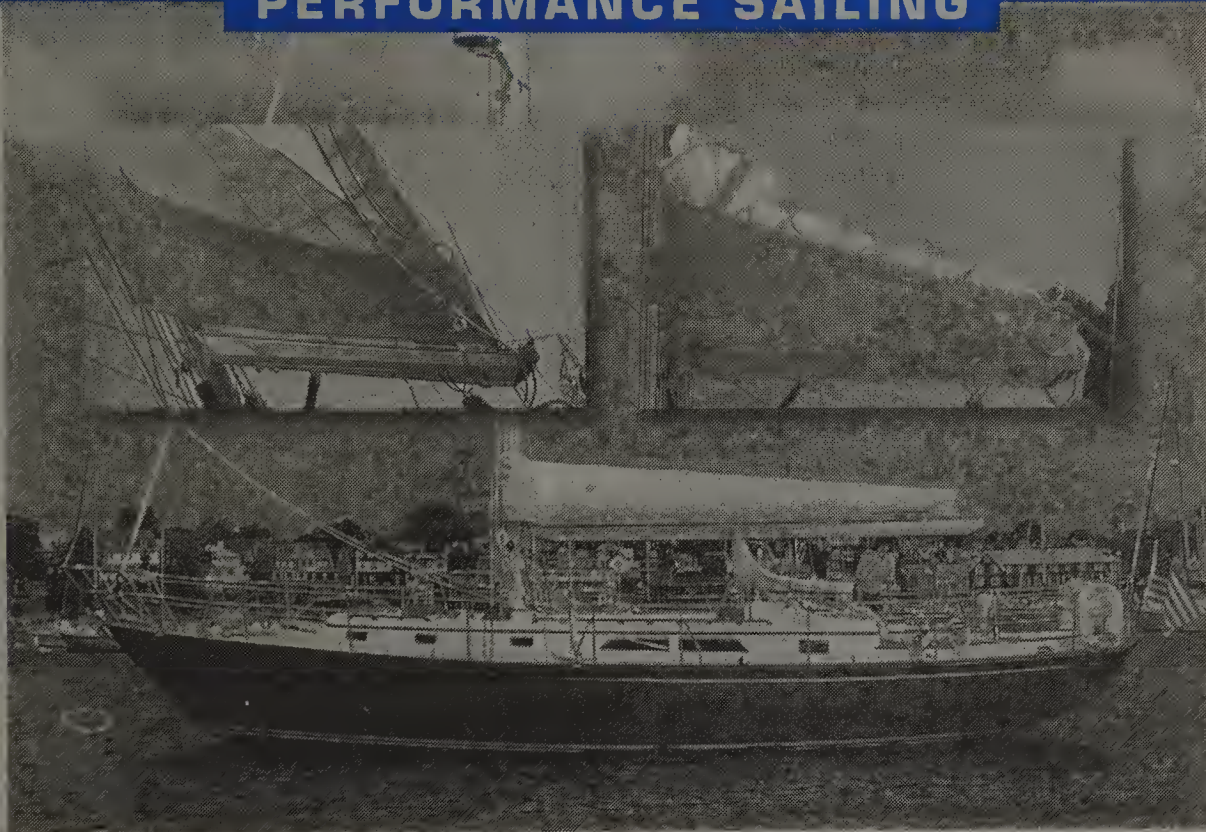
Update: I just learned that Yahoo limits me to 1.5 meg attachments, which will cover 3 mega-pixels, but not 5 mega-pixels and not a TIFF file.

Tim Schaaf  
Casual Water, Hunter 33  
Cabo San Lucas

Tim — As long as you can fill the frame with your subject — without resorting to using 'digital zoom', which is a totally bogus 'feature' — 3 MP JPEG files are all that's necessary to produce excellent results with 8x10 prints and in Latitude. And, it's overkill for web applications. As far as we're concerned, 3 MP gives you all the resolution you'll need without unnecessarily clogging memory sticks, computer drives, and email attachments. Many of the new digital cameras feature 4 to 6 MP capability. There's nothing wrong with this, other than they cost more than 3 MP models. If we had a 4 to 6 MP model, we'd only use that maximum resolution for very special occasions, and leave the default at 3 MP.

Digital cameras are sensational, with only two major drawbacks. First, many of them have too long a delay between the





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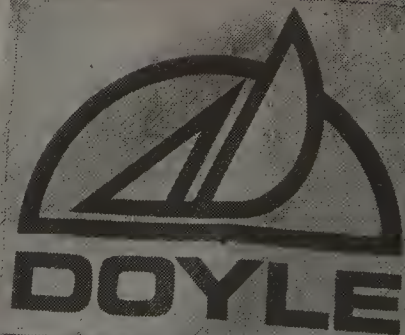
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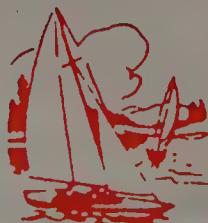


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# LETTERS

time you push the shutter button and the time the image is captured. Test this out before you buy a digital camera. Usually you can make your peace with it. Second, digital cameras aren't cheap. But they are getting less expensive all the time.

Photo tip of the day? When shooting head and shoulder shots of people, always use the fill-in flash. This is particularly true in bright sunshine, or else the subjects' faces will be ruined by harsh shadows. If you have a digital camera, test this out by trying the same shot with a flash and without a flash. After all, it doesn't cost you anything to conduct the test and you can see the results immediately.

## FROM OHIO WITH QUESTIONS

I'm writing from Ohio, and have recently been in contact with a man who is getting ready for a sailing trip this fall from Southern California to Central and South America, around Cape Horn, then up the east coast of South America. He didn't say what kind of boat it is or how large she is. He asked me to be a member of the crew, and I'm interested because it sounds as though it might be a dream come true. But I don't know what I need to know before I agree to board his boat. What kind of dangers would be involved? What do I need to know about him and his experience?

Andrew Gunnoe  
Ohio

Andrew — Among the dangers you would face on such a trip are being injured or killed. This is always a possibility when sailing, of course, but it's many more times likely if you have no sailing experience and will be sailing around the bottom of South America — which is often referred to as the 'Mt. Everest of sailing'. Nor does it help that the skipper wants to head south through one of the most hurricane prone areas of the world during the height of hurricane season.

Before going offshore in any boat you don't know well, you want to know something about the owner/skipper's qualifications and experience. How long has he been sailing, on what boats, and where? Is he in good health? Can you talk to some of his former crew? Does he have the necessary funds to finance such a trip? What kind of boat does he own, when was she built, when was she last hauled, and what were the recommendations on the last survey? Who else will be coming



LATITUDE ARCHIVES

After completing the Ha-Ha, some of these folks were looking for crew.

along as crew? What offshore experience do they have, and where? Why is the guy asking you to crew, as opposed to someone more experienced? Does he expect you to chip in for expenses? The person you've been in contact with may be legit, but there are some ominous signs: 1) Most skippers will almost immediately start out by telling you what type and length boat they own. 2) If somebody were going to sail through an active hurricane zone, they'd normally mention it right away along with an explanation. 3) In 25 years, we can only remember one couple — Richard and Sheri Crowe of Newport Beach with their Farr 44 Confetti —





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## LETTERS

who have done the trip that's being proposed. They're hardcore. 4) Lots of skippers talk a lot about ambitious cruises — and the one outlined is very ambitious — but only a few actually see them through. You have a right to be somewhat skeptical. 7) Among non-related crew, the chances of a crew staying with a boat for more than a month or two are not very great. It's normal for crews to change frequently, particularly on long trips.

If you're serious about wanting to do some long distance sailing, here's what we'd recommend. Enroll in some sailing classes this summer in Ohio and pick up the basics. This probably won't cost you much. If you find that you like the general concept, come out to California at the end of summer and take some offshore sailing lessons. Yeah, it will cost you a few bucks, but if you're serious about your dream, it's your best investment. If you find that you don't mind being scared and puking while bouncing around on a cold and dark ocean, attend the Mexico Only Crew List Party at the Encinal YC in Alameda on October 9 to try to hook up with somebody doing the Ha-Ha. If for some reason you can't get a ride, take a bus to Cabo — it's a beautiful trip — and show up at the Ha-Ha Beach Party on November 9 at the Cape. Simply announce that you're a slightly experienced but eager sailor looking to crew. Unless you're an axe murderer or have severe anti-social tendencies, you'll almost certainly get offers. Ask around for help in determining which would be the best.

Once you've done a trip, you're in, and can start networking to your heart's content. From there — and we're not being facetious — you can keep sailing all over the world. Not on the same boat, but there truly are no limits. The more experience you get, the better the offers you'll get.

### ↑↓BETTER TO BE LUCKY THAN GOOD ON THE BASH

Going north up the outside of the Baja coast is definitely a challenge. We did our first 'Bash' last year as part of the crew that delivered *Profligate* from Puerto Vallarta to San Diego. That was actually a fairly easy trip, especially since *Profligate* motors at 10 knots, which we did 95% of the time.

When it came time to do the Bash this year with our Amel Maramu 46, we'd been following the trips north of other boats such as *Capricorn Cat* and *Blarney*<sup>3</sup> via the SSB nets, and had a pretty good idea of how tough it could be. So we scheduled three weeks to make the trip from just Cabo to San Diego, with a strategy of anchorage-hopping as much as possible to avoid the worst of the weather and to get some rest in between Bash legs.

We had a false start out of Cabo on May 28th. After bashing north of Cabo Falso into 20+ knots and 6-ft seas — during which time it took three hours to cover seven miles — a v-belt broke on the engine. We turned downwind to stabilize the boat while fixing the problem. The broken v-belt, of course, was the third one in on the power shaft, so we had to free up the other two to replace the one. By the time we got the engine going one hour later, we were back at Cabo. Since it was 0100 by then, we decided to stay.

After making sure that the underway repairs had been done correctly the next day, we decided to leave again on the 30th. We had been closely watching the progress of hurricane *Alma*, and decided she was going to dissipate before causing any real problems — and might even give us a southerly push. When we passed Cabo Falso this time, we saw no more than 13 knots. We had also decided that as long as weather conditions remained favorable, we would just keep going — which we did, nonstop to Bahia Asuncion, which was about 40% of the way to San Diego. During this first leg,



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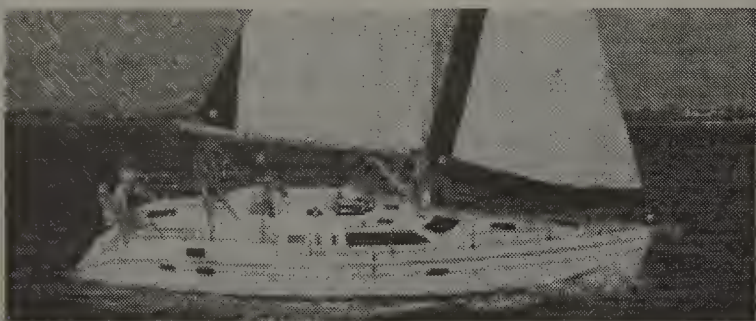
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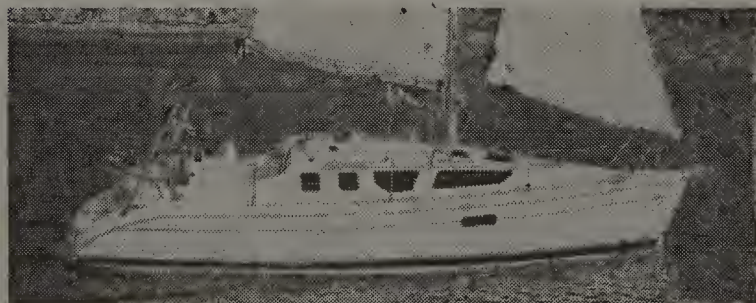




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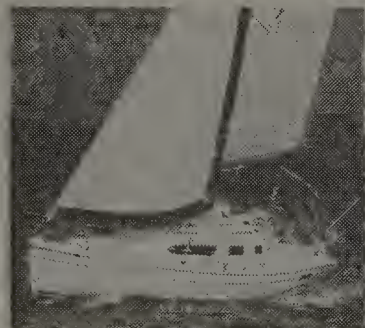
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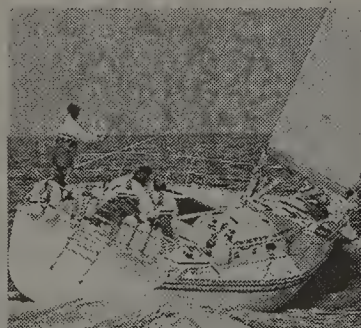
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# LETTERS

we were able to motorsail at about 30° apparent, only having to do some minor tacking. Once we got north of Mag Bay, we had to take a tack and decided to go inshore — while a couple of other boats in our vicinity decided to tack offshore. We never saw more than 15 knots of wind, while they got pounded with 25 to 30 knots of wind.

After a good night's sleep at Asuncion, we made Turtle Bay the next day and took on fuel from Ernesto via his *panga*. What a character! But that's another story. The next morning we were off again. We cleared Punta Eugenia and had about two hours of 20-knot WNW winds crossing the channel south of Cedros, but as we got into the lee of the island, the wind dropped to eight knots and clocked to the east! We passed the north end of the island at dusk, at which time the wind blew WNW at 20 again, but only for about an hour. About this time we transitioned to being under a marine layer — and never saw more than 10 knots — or the sun — the rest of the way to San Diego.

We arrived at the Harbor Police dock in San Diego 7.5 days out of Cabo. We can't claim any real skill in making the trip easier, as sometimes it's better to be lucky than good. Hopefully Mother Nature won't get even on our trip from San Diego to San Francisco!

Dave and Merry Wallace  
Air Ops, Amel Maramu 46  
Redwood City

*Dave & Merry — You must be living right. When you got off Profligate in San Diego last year, you missed her getting smacked by 45 knots and 23 foot seas off Pt. Sur. And the year before that, she and the Swan 61 Hasty Heart both got hit by 35- to 40-knot winds just north of Cedros, in what was generally a very cold and rough Bash.*

*In addition to living right, we'd say you're thinking intelligently. If anyone wants to have a relatively easy Baja Bash, the key is to allot plenty of time. So when it's rough, you stay on the hook until it calms down. And when it calms down, you go like hell as long as the weather lasts. Incidentally, we want to thank you and all the others who have reported on their Bashes this year, as we think that with more information available, future Bashes can do a better job planning their trips.*

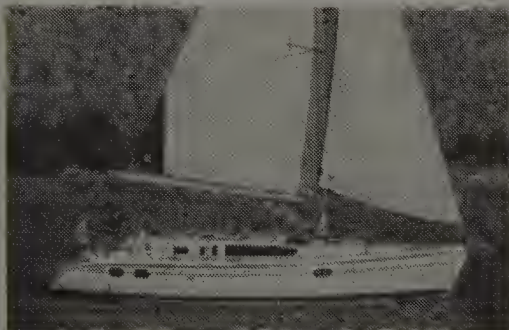
### UNNAILED IN THE BUTT WITH THE EPIRB

I'd like to thank Capt. Curt Slater and Paul Parizeau, a couple of excellent sailors and friends, for inviting me along on some post-race deliveries on the SC 70 *Mongoose*. The first was last year's 14-day trip from Hawaii to California after the TransPac. And earlier this year I got to do the Puerto Vallarta to San Diego trip after the P.V. race.

The trip up the Mexican coast was my fourth, and probably the most uneventful — meaning nothing broke and nobody fell overboard. We stopped at all the usual spots: Punta de Mita, Cabo, Mag Bay and Turtle Bay — plus a brief stop at a very special anchorage at Cedros Island. As we left Cedros, we encountered 20- to 30-knot winds on the nose and six to 12-foot seas. We decided we had better eat right then, as the weather forecast suggested it would be a pretty rough night. I went below to prepare some sandwiches. We all knew this wasn't a good idea, but I did it anyway. The next thing I knew, I was trying to put together these damn messy sandwiches, and I had turkey, cheese, bread and other stuff going everywhere but where I wanted it to go. Then I felt something on my butt. I turned around thinking it might have been one of the crew, but it turned out to be the EPIRB, which had been jolted out of its position at the nav station on the port side

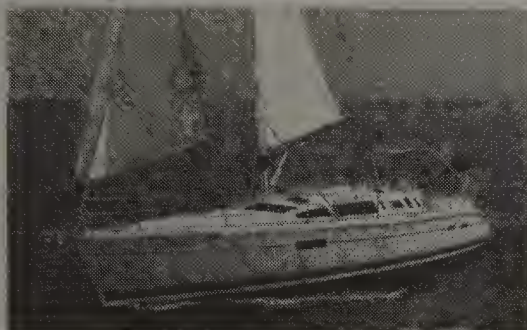


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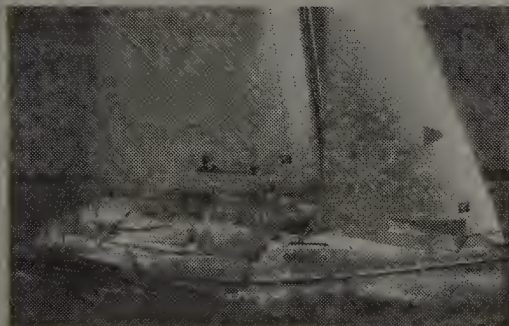
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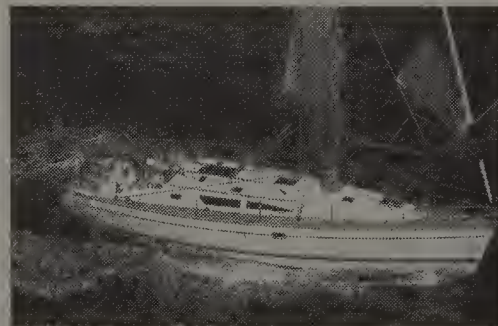
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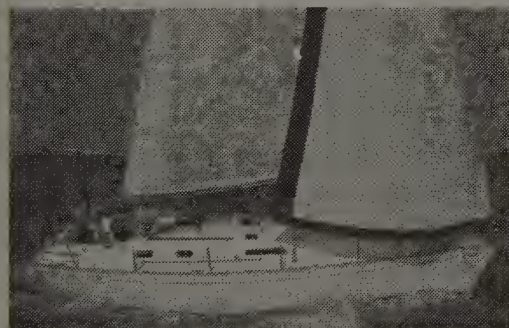
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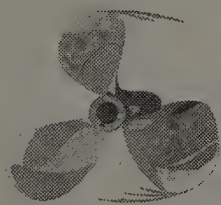
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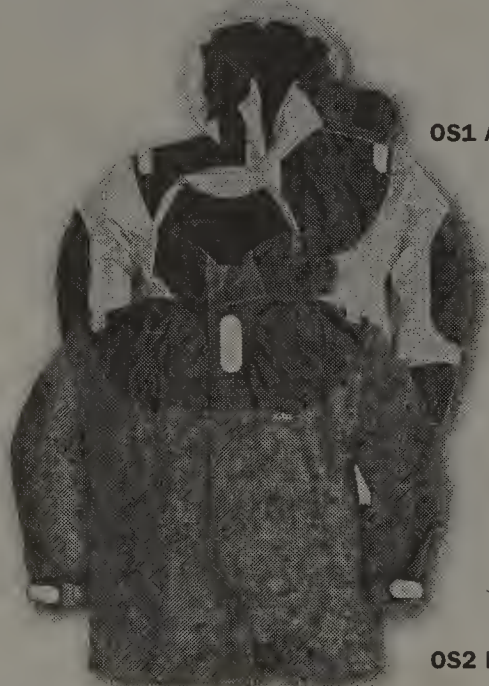


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## LETTERS

and had flown eight feet through the air, and nailed me on the butt! So that was sort of eventful.

Later that evening, as we got into deeper water, the swell started to subside and we started to make some good progress. Even later that evening, I was relieving Curt when we suddenly saw a glowing orange ball on the western horizon, coming right at us. We stood in awe as this ball passed over us and headed east, doing what seemed to be a bezillion miles



'Petrel' moored at Catalina.

LATITUDE ARCHIVES

per hour and leaving a long tail behind it. We'd never seen anything like it before and couldn't figure out what it was. We later learned that it was the Space

Shuttle reentering the earth's atmosphere. So that was sort of eventful, too.

The final mini-event of our trip occurred on my watch on the last night, when we went right over a huge whale. The phosphorescence grew as this mammoth creature went under *Mongoose*, punched it, and headed west. Another wow! Just when you think you've seen it all, something new always rocks your world. Anyway, thanks to Capt. Curt and Paul for great adventures and wonderful camaraderie.

P.S. It was great meeting the Wanderer and Doña de Mallorca at the little store at the Isthmus on Catalina. Sorry I wasn't able to get the *Profligate* tour with the others, but joining the Ha-Ha fleet this fall with my *Petrel* would be an honor.

Giles D. Finlayson  
*Petrel*, Newport 41  
Encinitas

### ↑↓ 'AUSSIE RULES' ON INEXPENSIVE CRUISING

Congratulations on a really great mag. It's a pity we don't have something similar here Down Under, where we just have the usual advertising-filled sailing rags focused on hi-tech stuff. Is it possible to get hard copies sent here?

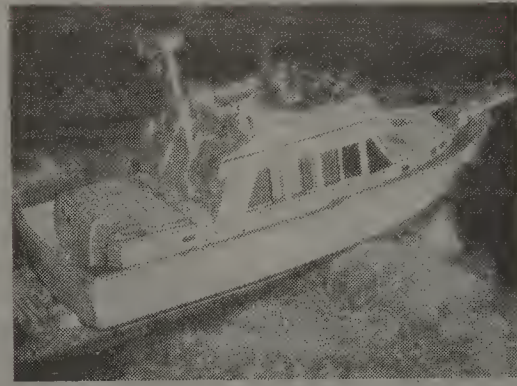
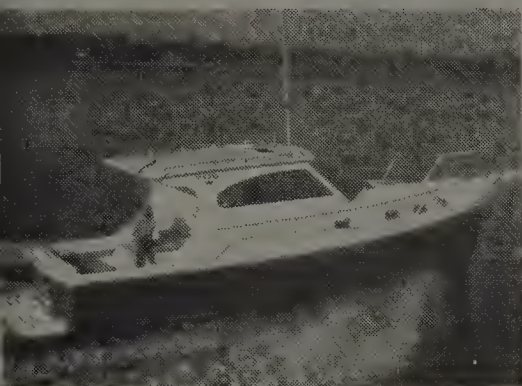
I have gone back over all the *Letters* and found many interesting, some tedious, and others hilarious. But your replies are always entertaining — even if I don't agree with your opinions on sextants. As for the question of what boat a person should get and where they should cruise if they had one year and \$100,000, I would like to start off by saying that if anyone wants to go cruising, money is pretty much irrelevant. The important things are your attitude, the time available, what's left of your youth, and your family life.

I started cruising as a child when my parents took off on a circumnavigation in the early '80s. It was the most wonderful experience my parents could have given me. However, sailing in the Pacific in the '90s, and more recently in the Caribbean, has showed me how much certain things have changed. I blame a lot of it on GPS navigation, which lowered the psychological barrier for many, and released the floodgates for the hordes. Anyway, about mid-2000, we landed in the United States with \$15,000 in cash, three pieces of luggage, and some information on boats we might be interested in buying. We hired a car at Miami Airport, and spent four days driving across Florida, Georgia, and the Carolinas looking at



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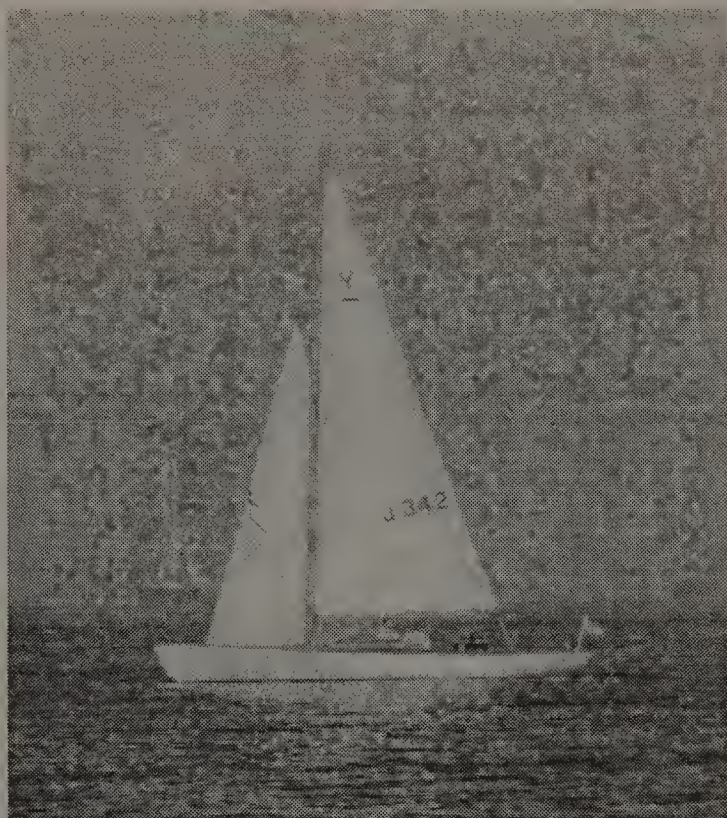
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## LETTERS

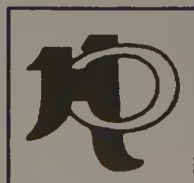


*Flotsom*, one of the most beautiful boats on the Bay.  
Yankee U.S. One Design, 1937

Well, even my sails don't last forever! I made Don Keleher a main for *Flotsom* in 1978 — it's been sailing and winning races ever since, but last month it tore! So now I'm making a new main for Don Keleher, Jr. This time *Flotsom* is getting a lovely new Tri Radial main of Pentex. It will still look like Dacron, but with half the stretch and better performance.

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boats, eating cheese sandwiches, and sleeping in the car.

On the fourth day, we decided that the *first* boat we had seen was 'the one', so two days later she was ours. She was a 30-ft steel sloop built in Holland in '76, outfitted for cruising with a main, two jibs, roller furling, a 28 hp Perkins diesel, two sets of scuba gear, a dive compressor, two dinghies, an SSB, wind generator, windvane, autopilot, and other stuff. We picked her up for \$7,500 because North Americans turn up their noses at steel boats. I personally prefer steel or aluminum. Another reason we got a good deal is that the Swiss owner was sick of paying yard bills.

Anyway, we spent an additional \$3,000 sandblasting, welding steel plate over one thin area, repainting, repairing some pumps, installing a new gear box and water tanks, provisioning, and that kind of stuff. It took a solid month of working 14 hours a day. While we worked, the usual boatyard experts were on hand with their usual comments: "You'll be here a year getting ready, man," or "Aren't you going to sand and varnish the wood?" Was he crazy about the wood? We wanted to go cruising, not work in a boatyard. What idiot puts timber on the outside of a boat anyway? Obviously, someone who put a greater priority on maintenance than going cruising ASAP, and someone who has a different perception of beauty than we. There were other comments, too. "You'd better pull the mast out and check her over," or, "Let's go have a few beers and forget about work today." These folks meant well but had different priorities.

As promised, we relaunched our new boat. No, we hadn't tried the engine yet, and the toilet wouldn't work. But we used the dinghy and the 3.3 hp Mercury to get us out of the marina, then the sails to get us to a secluded anchorage in Tampa Bay. Two days later, we had the engine running and the toilet working, so we sailed off to Cuba. What a fantastic country, and what wonderful people! It's a pity about their economic situation. While there, it cost us about \$80 a month for the bureaucrats and another \$20 per evening out. The rest of the time we lived out in the islands, mixing with the fishermen.

Since we are both fluent in Spanish, we really had a great time. The fishermen gave us lobsters, saying that La Empresa — which is the company of the Castro organization — already had enough. And we would force gifts on them — sunglasses and hats for their protection and comfort while fishing, and beautiful soaps and shampoos for their wives. It was the start of a fantastic year that, after Cuba, took us to the southern Bahamas, Jamaica, the Caymans, and then back into the sailing crowds in Mexico. We deliberately stayed away from the hordes in the Virgins and the Windward Islands — which on a previous trip I had found to be overrated and overcrowded with two-week sailors clutching GPS units and megayachts.

By the time we got to Mexico, my wife was five months pregnant, we were running out of money, and we needed to face up to some hard decisions. We sold off the scuba gear, the dinghies, the SSB, and the autopilot, to the hordes at Isla Mujeres, then sailed the boat up onto the beach at high tide — steel is great — for the last few days. We then sailed back to the States, sold the boat for an incredible \$8,000, and then returned to the land of work. We're now here in Brisbane, Australia, new parents, land bound sailors, and manufacturing some more little crew for our next adventure — which is expected to last a little longer than the last.

Anyway, the grand cost for our wonderful year of cruising was a net \$7,000 — or about \$11,000 if you include airfares to and fro across the world. We do consider that we got lucky



# FUJINON REBATE REWARDS\*

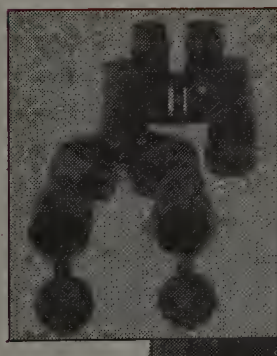
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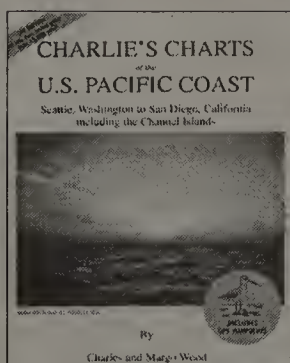
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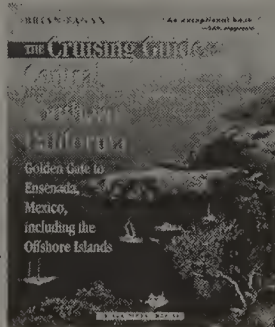
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## LETTERS

with the purchase and sale prices of the boat, and managed to convert some of the extra boat stuff into cruising funds. The cruising cost worked out at around \$700 a month on average, although this varied considerably depending on the country. With \$100,000, you can definitely live it up a bit more, hire diesel mechanics to fix the engine you think you need, install a freezer and a watermaker so that you have something to maintain when you're bored, and buy an SSB for the radio nets that keep you in contact with the rat race you wanted to escape from. You won't necessarily enjoy it any more than sailing off with \$15,000, but you might think you will before you go.

But do take a \$100 sextant! You will enjoy the celestial navigation and the affinity with centuries of previous sailors. And who knows, the U.S. military may even turn off their satellites one day to confuse Osama, in which case your second, third, and fourth GPS units will be as useless as the first!

While in the Bahamas, we witnessed one shipwreck and had other friends abandon their dismasted — but floating — boat south of the Windward Passage. Both boats were full of the electronic junk that is espoused as necessary, but they were lacking in common sense. One's attitude is always the most important thing, and electronic gear is no substitute for good seamanship. In fact, electronic gear can actually do harm if some folks start placing false faith in fallible toys.

Our next boat will be a catamaran built out of aluminum — enough of sailing half a boat. At the start of the circumnavigation with my parents, my sister was four months old, so we have no problem with sailing over the horizon with little kids. But we won't be following in the footsteps of those brave souls who have their children born while cruising.

Jim Phillips  
Brisbane, Australia

*Jim — We can't remember the last letter we agreed with so completely. Our sailing hero has always been Skip Allan with his Capitola-based Wylie 27 Wildflower. He's been cruising — and winning races — all over the Eastern Pacific for more than 20 years with the same modestly outfitted, basic boat. Like you, he's living proof that when it comes to successful cruising, money is one of the least important factors. What's absolutely necessary is a sound boat, just a little bit of gear, and a good dose of sailing skills. Too much boat and too much gear can, particularly in the case of novices, be an obstacle rather than an asset. As such, the most judicious expenditure that most future cruisers can make is in formal sailing lessons and in mentored time offshore. It's the confident sailor with a manageable boat that tends to have the best time.*

*Sorry mate, but we can't distribute Latitude in Oz.*

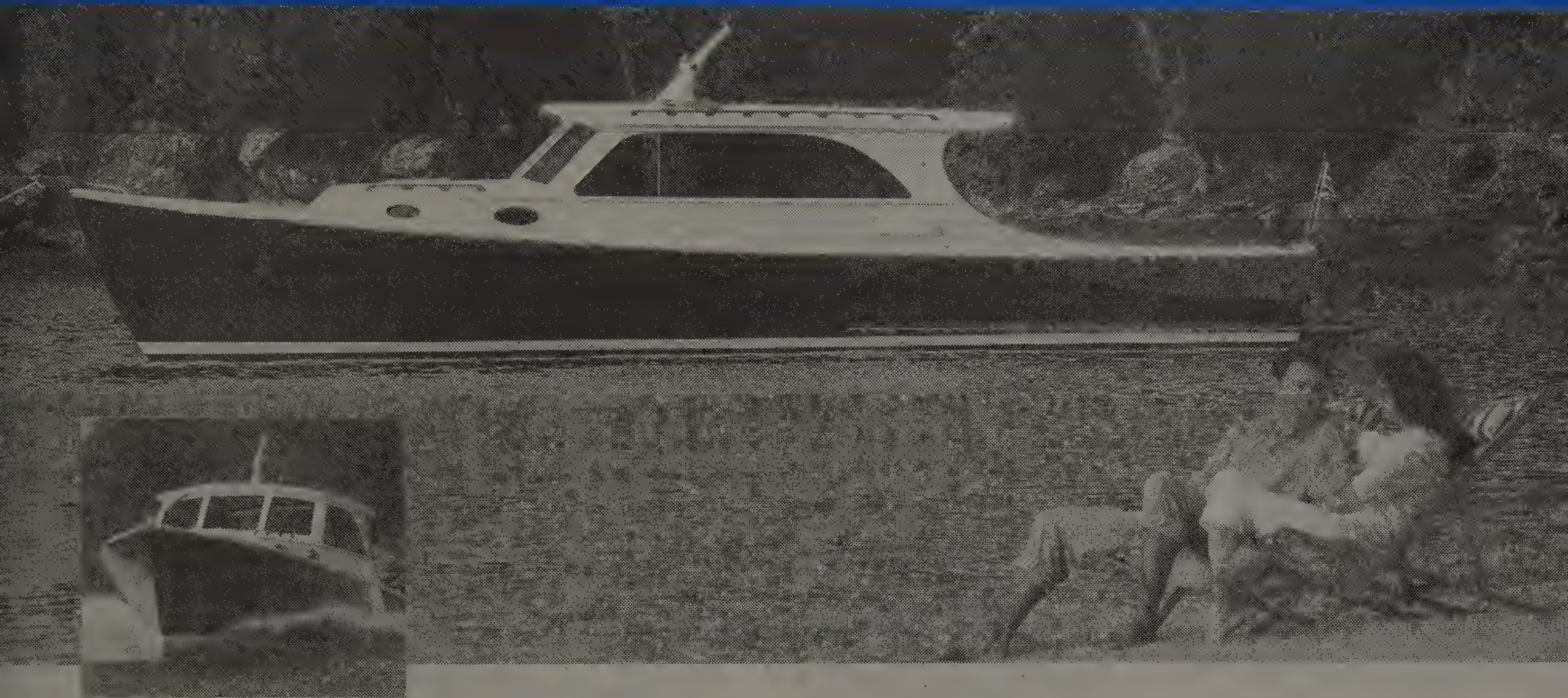
### THE EYES

Thanks for publishing my update in the March Sightings concerning the great news about the shrinking of the cancer in Howard Biolos' eye. However, I did a boo-boo. When I wrote my first letter about the eye cancer and the later update, I inadvertently lead you to believe that we have the same last name of Maloney. In truth, his last name is Biolos. Howard says the mistake didn't make any difference to him, but it sure confused his family and friends.

Enough of that name-dropping stuff, as we have even more good news. Howard saw the eye doctor in San Diego again at the end of April, and his choroidal melanoma eye cancer has continued to shrink — just like it is supposed to. At the time of his surgery in June of 2000, it was 2.8 mm thick. In his



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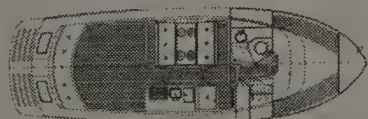
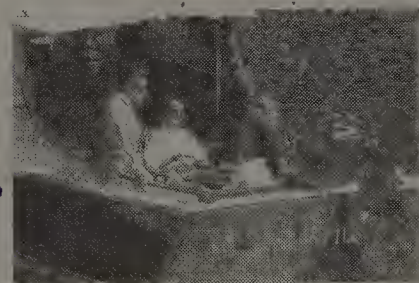
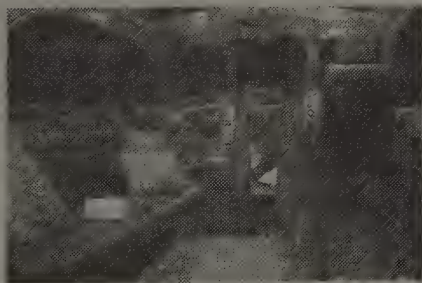
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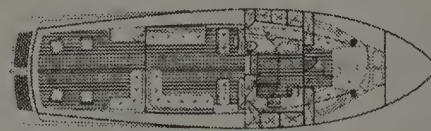
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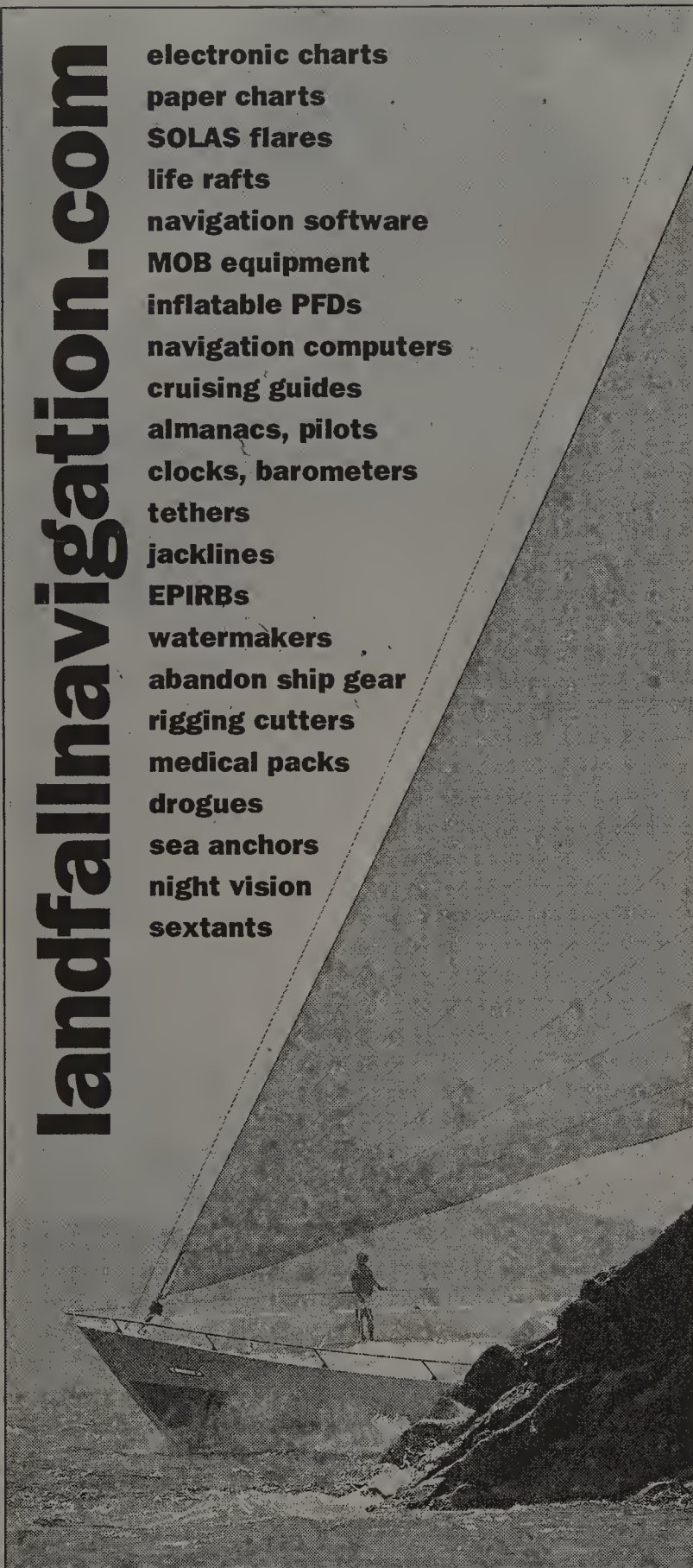
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## LETTERS

follow-up appointment in October of 2001, it was 2.0 thick. When he saw the doctor at the end of April, it was only 1.8 mm thick. What excited the eye doctor even more than the diminishing size of the cancer is that the growth was now gray and dead looking, and the edges were raggedy. Plus, all the other tests they do to make sure it has not spread were negative. Howard has another appointment in October 2002, and if things continue like they have, we'll start heading south toward Costa Rica and the Panama Canal.

Thanks again for publishing the information about this rare type of eye cancer. Numerous cruisers who have read the articles say they are paying more attention to wearing good UV sunglasses and hats.

Donna Maloney & Howard Biolos  
Nintai

### THE WEREWOLF EFFECT

It's going on seven years now since my wife Rose, our young daughter Constance, and I returned from our 18-month cruise aboard the catamaran *Cadence*. We're now firmly bedded down in suburban America, but the memories keep calling me back. I hoard them like gold, and I dig daily for the tangible bit of color that keeps me going. For example, on the drive to work I'll replay the passage between Fiji and New Zealand, and again savor the clear morning light after a night of storm. In a business meeting, I can smell the sea breeze and hear the small ripples playing along the hull. Rumbling up the driveway reminds me of the chain paying out in a calm anchorage.

Work and school called us back, but they'll never own us completely. For instance, when my daughter had a science project to do for class, she came to me for suggestions. Closing my eyes, I drifted off Walter Middy-like to a scene that occurred in the Captain Cook Bar in Vavua, Tonga. There I was again, sitting on the veranda on the cliff above the harbor, drinking the local brew with the skipper of the sloop next door. I forget his name, but what's important is that he was on his third visit to Tonga, and on his fourth circumnavigation — an experienced mariner by all accounts. The topic of discussion was our pending departure for Fiji. I mentioned that I tended to plan passages for the full moon to take advantage of the moonlight. He looked at me with his one good eye across a table of empties, and said, "Arghhh Matey, that's all wrong. The sea, she's always stormier on the full moon."

Okay, he didn't actually say "arghhh," and he had both his eyes, but I remember the remark like it was yesterday. And Constance remembered it too. So I suggested she do a project to test this hypothesis — is the weather stormier during a full moon? She took the bait, and I could hear the spool starting to sing. She found on the Internet that the National Buoy Data Center website has yearly archives. She downloaded a couple years from the Monterey buoy. After importing it to a spreadsheet, she pared it down to the noon windspeeds for the year 2000. Then she assigned a number to each day's measurement. Full-moon days were given a value of 7, new moon days a -7, and quarter moons were zero. All other days were evenly interpolated between these standards. The procedure was then to multiply the windspeed by this 'moon-phase' day number, then add them up.

This simple technique should bring out any correlation between windspeed and the full moon. If the wind is not correlated in any way with the full moon, then the sum should be close to zero. That would mean there are just as many high winds on negative days as there are on positive days, and vice-versa. If the sum was positive, there would be correlation between the full moon and wind. If the sum was nega-



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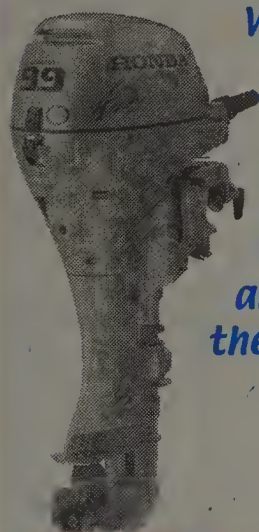


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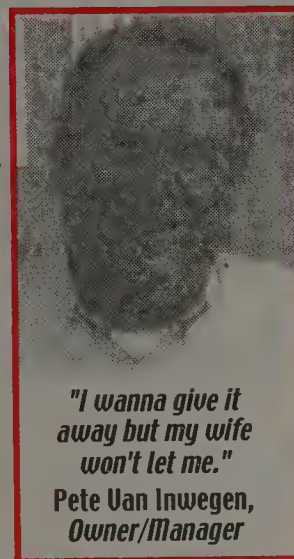
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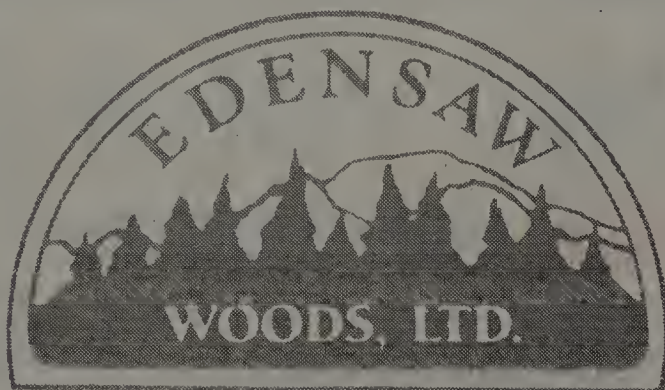
Pete Van Inwegen,  
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## LETTERS

tive, there would be a correlation between a new moon and high winds.

I gently prepped Constance for the hard truths of the scientific method, as I expected a sum of zero, meaning there was no correlation between the phase of the moon and the strength of the wind. But I told her a project disproving a hypothesis is just as valuable — but she instinctively knew not as glamorous — as a positive proof.

But lo and behold, when the numbers started coming in, the sum was very positive — seeming to confirm that there is a high correlation between the full moon and windspeed! Now wait, because this is weird. This isn't a tidal effect like the spring and neap tide. That case would produce high winds on the new moon as well as the full moon, when the effects of the moon's gravity are identical. This is a 'full moon only' phenomenon — or 'Werewolf Effect'. I checked the data out myself, and invite readers to do likewise. I tested other data sets from the East coast, Hawaii, and Guam, for years back to 1994. To date, all have come in positive.

I'd appreciate any feedback. If anyone is interested, I can send the spreadsheet files via email. If anyone pursues this to Nobel prize fame, Constance would appreciate a credit in the bibliography.

Frank Ohlinger  
Baffled in Monterey

### **↑↓GPS ADVICE NOT FOUND IN THE MANUAL**

I want to share with your readers some information I obtained from Garmin following the failure — and subsequent repair — of one of my otherwise faithful Garmin Model 75 GPSs. The unit was diagnosed as having bad "almanac data." Upon inquiry, I was told that the internal battery had died. When I asked if I could reduce the likelihood of its happening, as it did, hundreds of miles from the United States, I was advised to "keep the unit under external power — AA batteries or 12V, even when not turned on — to reduce the drain on the internal battery." Aha!

For security, I had routinely removed the unit from its data/power mount in the cockpit when not underway, and had not connected it to the battery pack, thereby evidently hastening the demise of the internal battery. Since this advice was not printed in the manual for my unit, I thought your readers might find it of value. I do not know the extent to which the advice applies to other Garmin or other manufacturers' GPSs, but it wouldn't hurt to keep battery or 12V power applied when GPSs are not in use, to avoid the expense of repair — and more importantly, to reduce the likelihood of failure of an internal battery at a critical time.

What had been of particular concern to me was that both of my 75s had been previously serviced at the same time. I was concerned that when #2 failed, #1 might be close behind! And my fiancée and I were about to depart for the Turks and Caicos, where knowing one's latitude and longitude is particularly vital.

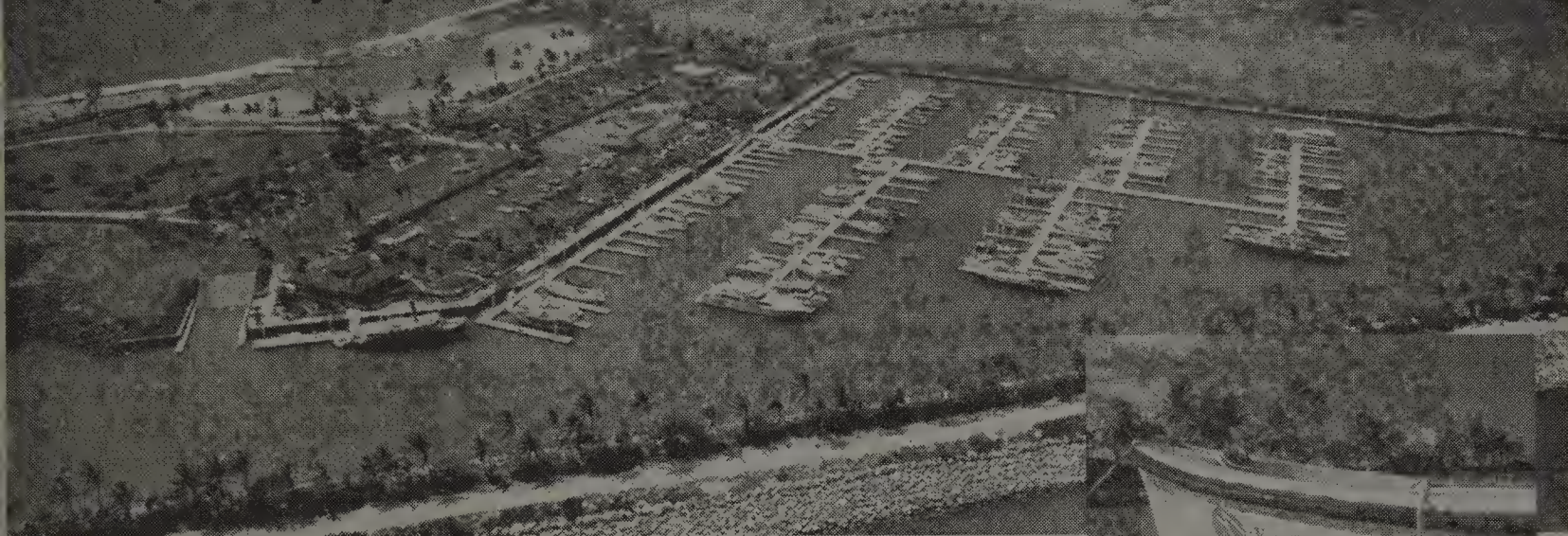
Roger Bohl  
Ariadne II, Stamas 44  
Luperon, Dominican Republic

### **↑↓THE BARILLAS PROJECT**

In January 2001, El Salvador suffered an earthquake that measured 7.5 on the Richter scale, making it the fifth largest to ever strike a populated area. It wreaked terrible destruction, and countless thousands of people who had very little, lost that, including their homes which collapsed around them. This is a country still on its knees from the 12-year guerrilla



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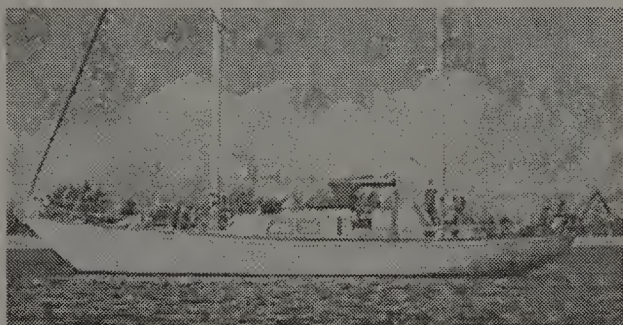
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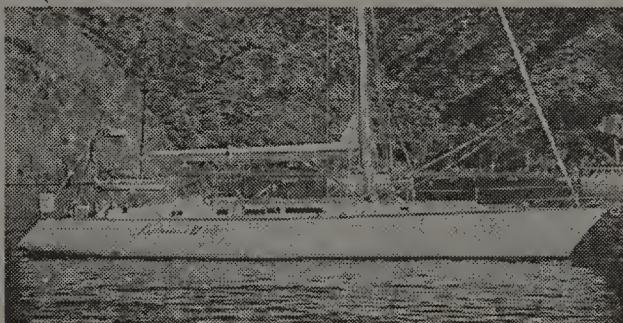
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## LETTERS

war that didn't end until 1992.

There were a number of cruising boats in Barillas Marina when the earthquake struck, but none of the cruisers were hurt and their boats weren't damaged. Wanting to help the locals in some way, the cruisers identified the village of Hacienda Lourdes, about an hour away in the mountains, that had been destroyed but was not receiving any aid from the major relief agencies. They spread the news via the radio nets, and boats soon started to arrive with relief goods — and most importantly, cruisers with time and energy! In the first year following the quake, the cruisers built 12 houses in the village for 12 families that had been sheltering in rusting tin shacks.

The project did not end there, as it is now officially registered as The Barillas Relief Project. But it continues to be run entirely by cruisers, and completely independently of any other relief effort. Another six houses are now under construction, and at present the project is being headed by Dennis Johnson of the Columbia 50 *Knee Deep*. The houses being built are simple — steel-frame structures clad with weatherproof cement board and a fiberboard roof. Although entirely nontraditional, these homes are designed to withstand ground tremors. In fact, some of the first ones successfully survived another small earthquake in early 2002.

The houses have three rooms, an earth floor, and no plumbing — but they're a luxurious advance on the makeshift shacks these families have been living in since the disaster. They cost a little over \$2,000 U.S. each to build. Every penny that the charity collects goes toward the houses. The cruisers and the villagers provide all the labor, and there are no administration costs. The mayor of the nearby town of Santiago de Maria has lent the project a diesel generator, and many cruisers have donated power tools. Barillas Marina Club provides crucial support in the form of a van that is used for transportation to and from the village, their welding machine, and even a Bobcat tractor to level lots for the houses.

Early in the project, a cruiser who had worked in hospital administration in Canada managed to get a grant of \$10,000 from the Canadian government. Juan Wright, founder of Barillas Marina, has raised thousands of dollars by giving rides in his airplane over the surrounding area. But all the rest of the money has come from contributions from cruisers around the world. Although funds have been collected for five of the six new houses, more cash is needed, as enough land has been donated to build 29 more homes — if money can be found for the building materials.

*Latitude* readers can help by sending a financial contribution to St. Jude's Episcopal Church, 20929 McLelland Road, Cupertino, CA 95015-2967. Please make checks payable to St. Jude's Episcopal Church and write "for the Barillas Relief Fund" on both the check and the envelope. For more information, please email us at [Brillasproject@yahoo.com](mailto:Brillasproject@yahoo.com).

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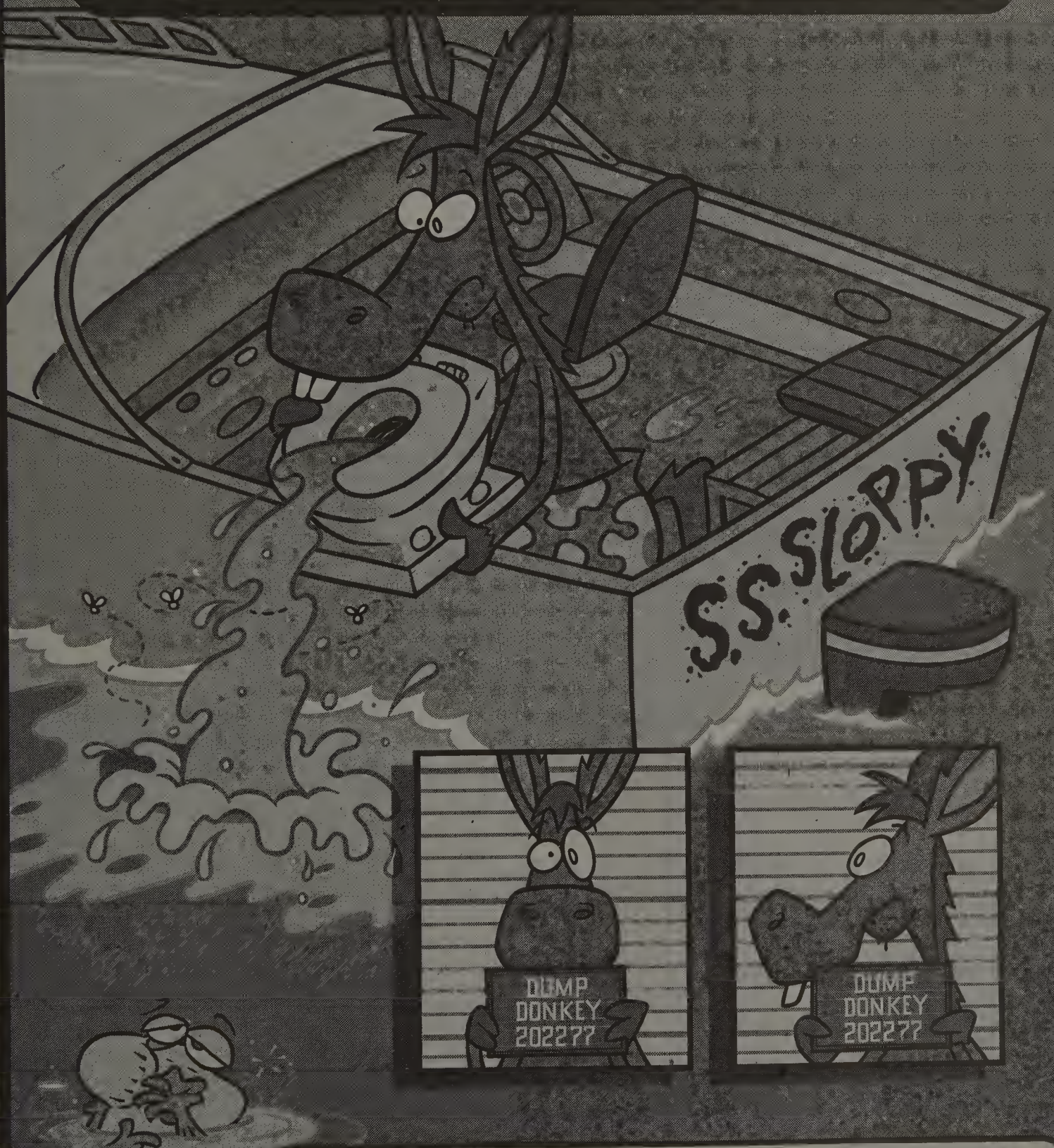
### LOW KEY, LONG ISLAND

Regarding Bill Quigley's interest in finding a 'low key yacht club in New York City, I have a good suggestion for the north shore of Long Island — which is where the 'real' sailing takes place. If Bill doesn't mind a commute to Sea Cliff, on Hempstead Harbor, the Sea Cliff YC was very low key when I was a junior member — although that was in 1951. The Sea Cliff was and is a sailing club. About the only power boat was the club launch. I courted my wife of almost 44 years there. I



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## LETTERS

was a racing fanatic in those days, on Snipes, Lightnings, Stars, and International One-Designs. It is a kid-friendly club and has a nice beach out front.

If Bill would like more information on the Sea Cliff YC — and any low key clubs in the closer vicinity of New York City — I refer him to Douglas Wefer at [dwefer@air.org](mailto:dwefer@air.org). I have never met Doug, having lived in Southern California now for 36 years, but he is my sole contact back east. He is a Sea Cliff member and chairman of the annual club-sponsored Around Long Island Race in July. He must have a vast email list and I think he would be happy to contact Bill and keep him in the loop to answer any questions he may have.

Dave Gardner  
Hacienda Heights

### ↑↓CORRECTION ON BANDERAS BAY REGATTA

I just finished reading the May issue coverage on the Banderas Bay Regatta. I agree that it was a wonderful time for all, with great sailing and good organization. However, I was disappointed to find an error in your report on Class F, the cruising non-spinnaker class. You reported that Hal Crum's Catalina 42 *Angela* won the class with three bullets — as he'd done for the past four years. In reality, *Namche*, my Catalina 42, was first to finish in our class and corrected out on day one. We were in the lead the second day, when our main tore and we were third to finish. On the final day, we were in the lead until the final half mile when a windshift favored *Angela*, dropping us to second.

LATITUDE ARCHIVES



*If it weren't for a little bad luck, Kochert and crew would have dethroned Crum and crew of 'Angela'.*

This had been the first time that *Namche* — a fully loaded cruising boat — had sailed in the Banderas Bay Regatta. Her first time crew — Lee Gladman and Anne Nolan, a couple of Aussies who work in London — had flown in for a cruise to Z-town. We'd originally met the couple in La Paz a little over a year before when they were backpacking through Mexico to Cuba. At the time they were looking for transportation from La Paz to Mazatlan, and had a friend put out a request for crew positions over the VHF net.

My wife Sharon and I had never had crew aboard *Namche* before, and normally wouldn't have been very keen on the idea. But Sharon has an affinity for everything Australian, and with yet another trip to Sydney planned, thought it would be fun to get some local information and trade some stories. To make a long story short, we welcomed Anne and Lee aboard as crew to Mazatlan. They were full of enthusiasm, curiosity, and good spirit. What began as a three-day cruise to Mazatlan turned into a seven-week cruise to Manzanillo! We were too late to register for the Banderas Bay Regatta that year, but we made a pact that we'd do it the next year if they'd return.

Never let it be said that an Aussie doesn't keep his word!



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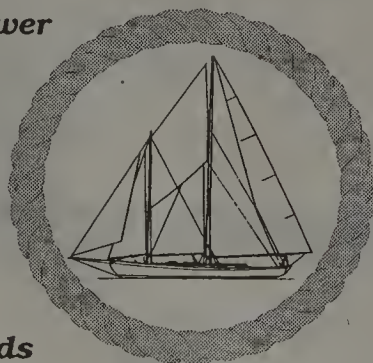
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## LETTERS

True to form, they returned home, and worked diligently to save money for another trip to Mexico this year. Thanks to a chance meeting via the radio over a year ago, we have developed a very special friendship. Because so much effort had gone into the circumstances of *Namche's* entry, I just couldn't let this mistake in race results go uncorrected.

Leroy F. Kochert  
*Namche*, Catalina 42

Leroy — We apologize for saying that Hal Crum got three bullets. We fell ill on the last two days of the regatta with a nasty case of the flu, and were unable to properly debrief any of the top finishers. Crum gave us a two-sentence summary, and we must have misunderstood him. If we remember correctly, he hasn't won four times in a row, but the last four times he's raced with his boat, plus once on another boat. We hope you and your crew come back next year and beat him, just to break his streak.

Thanks for the great story of how you met your racing crew. Over the years, we've found that picking up crew — particularly young and/or adventurous types — is a great way to meet interesting people. As such, we've been prone to do things such as get on the radio in the morning and say, "We're leaving P.V. for Z-town tomorrow morning. Anyone who wants to go needs to show up in an hour." Then we'd take everybody. Not all of them became good friends, but none of them were losers.

### ↑↓ COSTS AND PRICES ARE RISING THE WORLD OVER

I have absolutely no sympathy for those few cruisers in Mexico who complain about high prices. Free enterprise should not be limited to just the United States. Every one of us cruisers were able to go to Mexico and other places simply because we were able to charge high prices for our services or products. That enabled us to pay our cost of living, plus buy our boats and save some money. We would have gladly charged even higher prices if the market prices and competition had allowed us to do so.

That is exactly what the Mexicans are doing, using free enterprise and charging what the competition and demand allows. No one is forcing any of the cruisers to buy anything. While berthed at a marina near Puerto Vallarta, I met a very wealthy man who was obviously not on a budget. To his way of thinking, the taxi prices were unreasonably high — so he took a bus to town and walked. I believe that each of us has a certain limit we'll pay for something. If it's higher than that, we'll do like my friend and find a less expensive alternative.

There is an old business axiom that goes, If you're too busy, you're prices are too low. I'm sure that the Mexicans are aware of this also, and so long as the marinas and anchorages are full of American boats, I do not see any reason to expect them to be concerned about lowering the port fees on account of a few whiners. Sure, it would be nice if a *cerveza* still only cost three pesos, but it was competition and currency exchange that made it so cheap back then, it had nothing to do with being priced low for the benefit of cruisers.

There is also another remedy for whiners. If they really believe the businesses that they complain about are really getting rich, I am sure they could invest in one of them and enjoy the profits from what they think are exorbitant prices.

I'm very pleased that of all the cruisers that read *Latitude*, only a few don't understand that costs and prices are rising the world over, and as long as competition and free markets prevail, the prices — no matter if they seem high or low — will be reasonable. Fuel prices are set by the Mexican govern-





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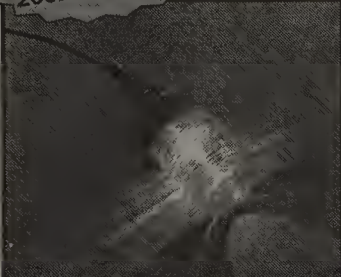


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## LETTERS

ment, and may be unfairly high due to lack of competition. Ironically, nobody has complained about that.

Ernie Copp  
Orient Star  
Long Beach

*Ernie — If you look elsewhere in this issue, there's evidence that prices in Mexico aren't actually as high as some folks who complained thought they were.*

### ↑↓GROCERIES ARE ABOUT A THIRD LESS IN MEXICO

In 1998, I built a six-unit condo vacation rental complex on Cozumel, and I have been going there about four times a year since. Cozumel is a tourist economy island, so there are many places in Mexico that are less expensive. I buy most of my groceries and booze at Chedraui, one of the largest supermarket chains in Mexico. Here's an example of some prices so people can compare costs with the United States:

I bought a six-pack of Sol *cerveza* for 38.80 pesos — or \$4.25 U.S. at the exchange rate I received. That was a regular, rather than sale, price. I paid 8.20 pesos (90 cents) for a liter (.26 gals) of milk, and 108.08 pesos (\$11.85) for a 1.5 liter bottle of aged tequila. Mangos and avocados were about half the price per pound I pay at home, but I do not remember the price per kilo and it does not give it on my receipt. In general, I think the cost of groceries is about 1/3 less in Cozumel — if one avoids U.S.-made items. If you buy imported stuff — such as American cereals — the price is very high. Part of living cheaply in Mexico is knowing the products and what to buy.

The park entrance fees have increased from \$4 per person to \$10 per person in the last year. They are after the tourist dollar, and people on vacation are willing to pay it. There are many beautiful free beaches and scuba diving is much better than in Hawaii — at about half the cost. It's \$55 for a two-tank dive.

Jack and Patricia Tyler wrote they had difficulty finding the port captain on Isla Mujeres, which they wrote is on the Yucatan Peninsula. It's not actually on the peninsula because it's an 8-mile by 1/2-mile island about five miles off the coast of Cancun.

David Hammer  
Wannabe Cruiser, Catalina 22 and Hobie 16  
Trinity County

*David — Thanks for the report. The first thing a thrifty provisioner learns in Mexico is that American brands are budget busters. When in Mexico, do like the Mexicans — or you'll have to use a backpack for a wallet.*

### ↑↓KICK 'EM JENNY

The May *Loose Lips* contains a geographical gaffe, placing the Kick 'em Jenny underwater volcano just off Dominica. Kick 'em Jenny is actually just west of a small group of uninhabited islands — one of which, Diamond Rock, is sometimes wrongly identified as Kick 'em Jenny — lying midway between Grenada and Carriacou in the Windward Islands of the Eastern Caribbean. Dominica is in the Leewards, quite a way to the north.

Information on the volcano — including its precise location and current threat status — may be found at [www.uwisetsmic.com/kejtitle.html](http://www.uwisetsmic.com/kejtitle.html). The January issue of Caribbean Compass contains an article — available at [www.caribbeancompass.com/away.htm](http://www.caribbeancompass.com/away.htm) — written by Jan Lindsay, the lead scientist monitoring Kick 'em Jenny for the



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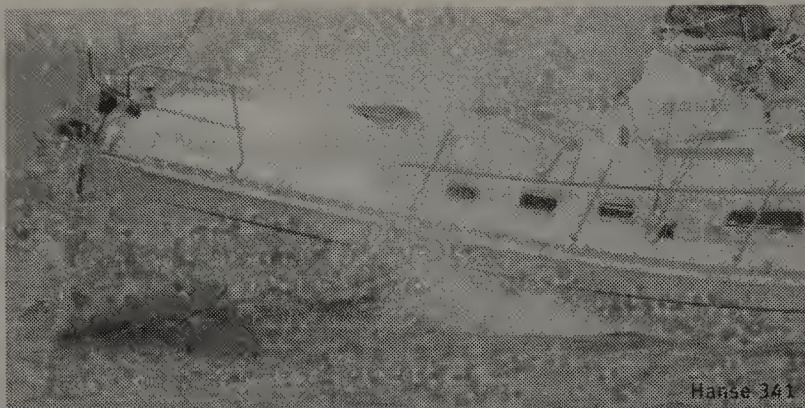
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University of the West Indies. Her biggest concern is that gas vented into the water from the volcano without dramatic fanfare could reduce the water density enough to cause a boat to sink.

The volcano is on the rhumbline for yachts transiting between Carriacou and the west coast of Grenada, and many sailors making the trip seem unaware of the potential danger. For the current yellow alert, a 1.5km restriction zone is in effect — although no one is enforcing it.

Jack McGregor  
Planet Earth

### ↑↓SAN DIEGO AND MEXICO

We haven't fully caught up on our backlog of *Latitudes*, but in the last three issues we've read, you have consistently warned potential Baja Ha-Ha participants that the San Diego Harbor Police have begun replacing their docks, eliminating transient space for the fall of 2002. But we grabbed an opportunity to visit family in San Diego after returning from the Caribbean, and out of curiosity visited the San Diego Harbor Police to get one of their boater's information packets that you mentioned to see how their dock project was coming along.

What we found were spiffy new, totally-completed transient docks — fully occupied — and also a fully-completed side-tie dock at the foot of their headquarters. Transient rates remain \$5/day for the first five days and \$10/day for the next five days — after which you can't return for a month. Although boats over 55-feet must pay double, all these rates are a huge bargain by any measure. The San Diego Harbor Police stand ready to serve your Ha-Ha participants and anyone else entering San Diego Bay. By the way, neither the dockside San Diego Harbor Police office nor their main office had any boater info packets — or even seemed to recognize what I was requesting. Perhaps this is one of those nifty services that's now extinct, or perhaps we talked to the wrong employees.

We'd like to add that one of the great benefits of cruising and keeping a subscription to *Latitude* is the opportunity on occasion to read solid cruising advice from readers whom we also could personally recognize. We've read the lengthy comments from Laurie Paine of *Dolphin Spirit* a few months back on anchoring gear and techniques, and more recently on cruising Mexico, and it brought back clear memories of following a stern light all night long as we made our approach to the Customs Dock in Chaguaramas Bay, Trinidad. It was Paine's *Dolphin Spirit*! We rafted up to him during the simple clearance procedures there, and while meeting Laurie's 14-year-old son Ryan, were again struck by the immense positive impact cruising can have on kids. And yes, that includes teenagers.

We haven't been around as long or far as Paine — just 2.5 years, 11 countries, and six commonwealths/dependencies/departments — but he sure seemed to capture the essence of the Mexico we saw from the Caribbean side. Just as with other cruising destinations, there may be lots of local, great people and reasonably-priced cruising to be had in Mexico, but it's certainly less than a slam-dunk cruising paradise. And like the other places we've been, the cruisers who settle in and spend many months dockside while concentrating on potlucks and morning VHF nets often seem to be 'cruising' the least. It truly is great to be back in the U.S. But it's also exciting to be planning the next escape!

Jack & Patricia Tyler  
Whoosh, Pearson 424  
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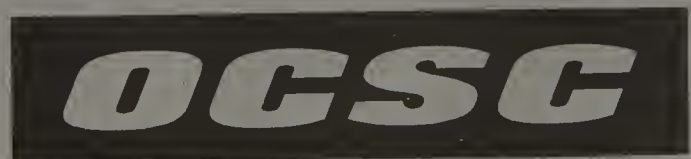
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## LETTERS

Jack & Patricia — If we remember correctly, we wrote that the transient docks in San Diego would be torn down at the time of the start of the 2001 Ha-Ha. The project was delayed, however, and the 2001 Ha-Ha fleet was still able to use them. We reported that the new docks — with nearly double the old capacity — were completed over the winter and opened in May. Shower facilities for the transient docks — a much-needed improvement — won't be completed until later this year.

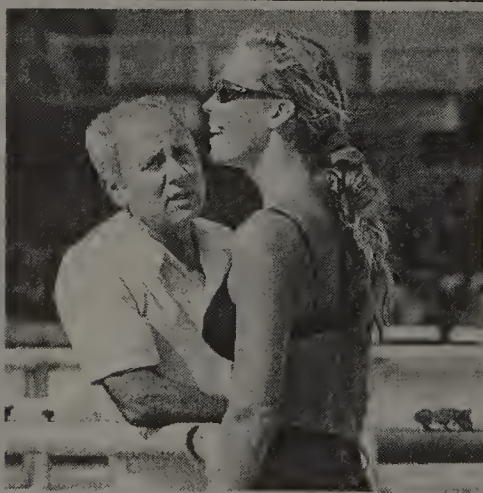
The prices you quoted for the transient slips are out of date. It's now \$10 a day for the first five days and \$20 a day for the second five days. Still, it's not a bad deal. We spoke to Chip at the Harbor Police Office, and he reports that they ran out of the boater packets. He's still got all the info.

Each of us has our own opinions about cruising areas, and if you, Paine, and some others are disappointed in Mexico, it's an opinion we're happy to share with our readers. Personally, we think Mexico has two problems. The first is the ridiculous clearing procedures, which above all are a waste of precious time. The second is that some folks hype Mexico so much that it can't live up to expectations. As we noted earlier, despite her shortcomings, all Mexico has to offer is about 4,000 miles of mostly uninhabited coastline, countless anchorages, warm water, incredible marine life, fabulous people, good surfing, great inland trips, and the opportunity to cruise inexpensively with scores of other great cruisers. It might not be a "slam dunk cruising paradise," but a lot of us enjoy it.

There's all types of cruising, of course. Some folks do it actively, moving from place to place. Others do it very slowly, taking 20 years to get around the world. And some — many of them older and retired — have a wonderful time without ever leaving the marina. As long as folks are having fun with their boats, we think it's a good thing.

### ⬆️⬆️ MEXICO, NO! CUBA, SI!

We just received our back issues of *Latitude* and read Laurie Paine's negative comments on Mexico — and totally agree with them. We have been up and down the coast of Mexico



LATITUDE ARCHIVES

***This Cuban man has no human rights, this American woman has complete rights. Why?***

three times, and it's not on our list of any place we want to return — and for many of the same reasons that he stated. On the other hand, we spent three months driving the spine of Mexico, from Durango to Pueblo, to follow the silver mines, and thought it was fabulous. We plan to return to several of the mountain cities, and recommend them to anyone who wants to see the real Mexico — *sin turistas*.

We were going to respond to your comment on Cuba being a "slave plantation," but our friends on *Reality* already wrote reflecting our feelings. You haven't been to Cuba in a while, and your comments are so far off base that they sound like typical American journalism — which is not your style. We just spent a month in Cuba, and the people are not oppressed. Yes, they are poor, but that's in a large part because of our policies. Today, the U.S. is in love with Russia and China is



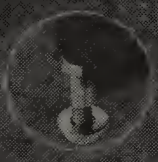
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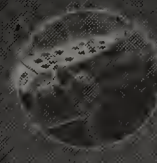
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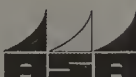
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# LETTERS

our favorite trading partner. Can you say the people in those countries are better off than the average Cuban? And that Russia and China don't have any human rights issues? Ha! I would rather be a poor Cuban than a poor Chinese or Russian.

You have to understand the history of Cuba to understand where they're coming from and why socialism is better than, for example, Venezuelan democracy. No child under 16 is allowed to work in Cuba, something that can't be said about Mexico. Everyone has to get an education in Cuba, and it has one of the highest literacy rates in the world. So if everyone is so smart, why aren't they leaving? Everyone in Cuba is provided health care, something that can't be said about the United States. Equal rights is a fact, not just a political issue when needed.

Former President Jimmy Carter's recent trip reflects the change going on, and that Cuba will be very different a few years from now. One does have to have a certain respect for a country that, for all the efforts of the most powerful country in the world to destroy it, is still alive and well.

Actually, we're happy being Americans.

We are in the process of writing about our trip along the south of Puerto Rico, Dominican Republic, Haiti, and Cuba, to Mexico, so more will follow.

Peter and Nancy Bennett  
Swan 46 *Destiny*

*Peter & Nancy — When we visited Cuba, we loved everything about it — other than the fact that the people had little reason to hope and no human rights. You seem to think that this has changed or is changing. Events would suggest otherwise. Over 11,000 Cubans risked their lives by signing a petition asking for the freedoms of speech and assembly, the right to own a business, and electoral reform. It was presented to the National Assembly on May 10. Although President Carter referred to it during his uncensored live speech to the Cuban people, few Cubans knew anything about it because the state-controlled media had censored almost all stories about it.*

*What was Castro's response to the request for human rights by his supposedly 'educated' population? He organized a million zombie*



*This Cuban woman can't vote and doesn't have freedom of speech, while this American guy does have these rights. Does this make sense?*

*march in Havana and other major cities, demanding that the one party state be forever untouchable. It's a well-educated group of folks who march to demand their own perpetual bondage, wouldn't you agree? Could*

*there be any better evidence that all the Cubans with any brains or balls have been killed, imprisoned, or risked their lives to flee?*

We'll ask you the same question that we asked the folks from Reality — what is it about Cubans that makes them undeserving of human rights? Are they not human? Do you not believe in human rights? Correct us if we're wrong, but is there any reason why the citizens of Russia, China, and Cuba shouldn't all enjoy human rights? It seems like such a no-

LATITUDE ARCHIVES



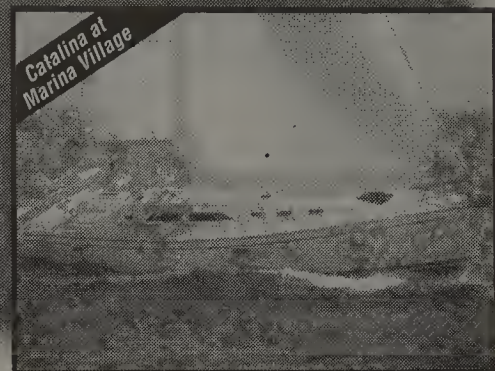
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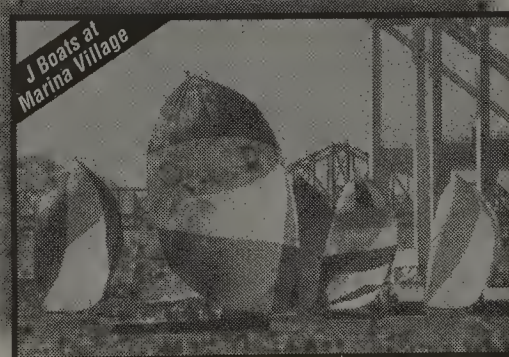
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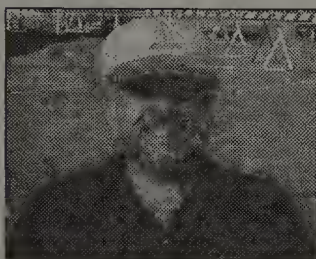
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## LETTERS

brainer to us.

As much as we're against past and current U.S. policy toward Cuba, we think the overwhelming evidence suggests that the responsibility for Cuba's freefall into abject poverty rests with the bearded old goat at the top, who is the very definition of a tyrant. For most of the world and history, personal freedom and prosperity have gone together. Nobody is saying Cuba has to have an economic system modeled exactly after that of the U.S., but the plantation mentality has got to go.

### UTMOST BAD FAITH

In the May *Latitude*, you published my story about Rex K. DeGeorge, 'The King Of Insurance Fraud'. There have been some new developments:

DeGeorge's release on bail pending sentencing was suddenly revoked when authorities discovered a passport at his house. He had surrendered both his U.S. and Greek passports as a condition of bail. I don't know the details yet, but will find out and let you know. But as a result, he is now in jail awaiting sentencing and, more importantly, cannot flee the country. That was big news down here in Los Angeles.

Also, DeGeorge's license to practice law was suspended pending the disposition of the criminal case when, assuming his appeal is not successful, he will lose his license to practice law.

On another front, DeGeorge was scheduled to appear in federal court yesterday for a status conference on his lawsuit with The Equitable Life Insurance Company concerning its decision to stop paying his disability claim — in excess of \$10,000/month for life. He was forced to represent himself in chains and shackles with armed guards next to him.

By the way, Paul Ebeling, one of his coconspirators who pled guilty and testified against DeGeorge, contacted me last week and asked me to write a letter of support on his behalf to the judge prior to sentencing. After I picked myself up off the floor, I politely said 'no'.

Criminal sentencing is still scheduled for June.

Neil S. Lerner  
Los Angeles

### WE BOUGHT HER ON AN IMPULSE

We spotted an old trimaran in Topsham, Devon, United Kingdom, last year — and bought her on impulse. She's the Piver Victress *Nina Rosa*. She has had a rough time, as she's been left half full of fresh water for 10 years, and had sustained damage in her port hull that was improperly repaired. The inferior materials used in the repair have failed, along with some of her more exposed structure. Anyway, we have a few ideas on how to repair the damage, and are underway with these, but we'd love to hear from anyone who has had experience with one of these beautiful — and historic — trimarans. We are particularly in need of plans for the design. If anyone can help, please email me at [nina.rosa@firestonecomputers.co.uk](mailto:nina.rosa@firestonecomputers.co.uk).

John Beddows  
United Kingdom

John — A number of years ago in the Caribbean, we met a Bay Area sailor who had singlehanded there with his Victress. As we recall, he'd had the boat a long time and she had served him well.

### WHEN I BLOW MY WHISTLE FIVE TIMES

Just because a big event is being held on the Bay is no excuse for being crazy on the water. I, too, was out there dur-



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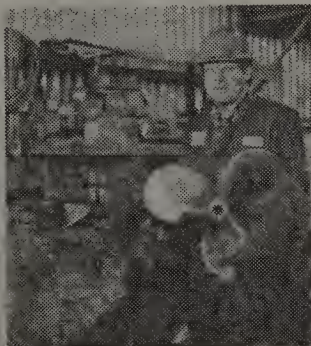
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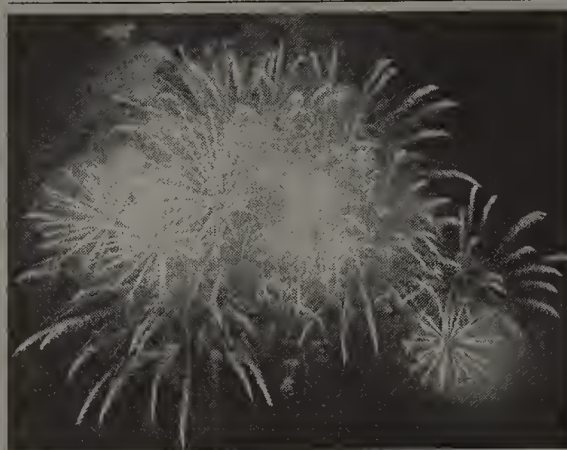


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## LETTERS

ing the KFOG Kaboom fireworks show, and have a different view of the evening's activities. I was the captain of the *San Francisco Belle* that night, and in the three hours that we were underway, I observed more boats than I could count that completely disregarded the Colregs — i.e. wrong lights/no lights, right of way violations, erratic operation, etc. Scenes such as this make a strong argument for the compulsory licensing of all mariners. Do we even have to discuss conning a vessel while intoxicated?!

I can't believe that the sailor who the Coast Guard turned



LATITUDE / ROB

Boaters enjoyed a killer show at KFOG's Kaboom.

over to the Oakland Police for being intoxicated acts like he holds the high ground. What did all of you recreational boaters think of Captain Hazelwood? Right, me too. So why is it OK for recreational

boaters to do the same thing? I don't like being hassled either, but give the Coast Guard some credit — and also some allowance. They are trying to keep the public waters safe for all of us — even the crazy ones.

By the way, when I blow my whistle five times, I'm not just saying 'hello'. Rule 34. Look it up.

Ed Ferranto  
San Francisco

### THREATS AND INTIMIDATION

I'm concerned by the letters from Rodney Mariani and others in the June issue citing abuse by the U.S. Coast Guard during what they call 'routine safety inspections'. There are absolutely no legal restraints placed upon the Coast Guard in their dealings with citizens who own boats. In fact, they are the one police organization in the country that can enter your home against your will, tear the place apart, tell you to go to hell, and get away with it.

The use of threats — "shut up" or "this will take all night" by the Coast Guard is totally unprofessional and should not be tolerated. An inspector who used threats and intimidation should never be allowed in a position of authority. Unfortunately, this is not uncommon with the Coast Guard. When you take a kid out of high school, put him in uniform, give him a gun, and tell him to go out and abuse private citizens, that is exactly what he will do. If any of your readers think that this is overreaction on this writer's part, it's because it hasn't happened to you yet.

Probably hundreds of people write to their elected representatives each year complaining about this abuse, and the result is always the same — the congressperson forwards the complaint to the Coast Guard, and the Coast Guard responds with their standard letter stating that they are responsible for public safety. Nothing changes. Apparently members of congress don't own boats.

The SAR units of the Coast Guard provide a valuable and necessary service; one that is appreciated by all of the boating community. But the boarding teams give the entire orga-



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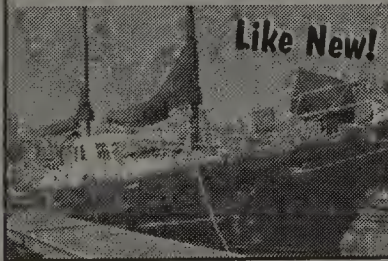
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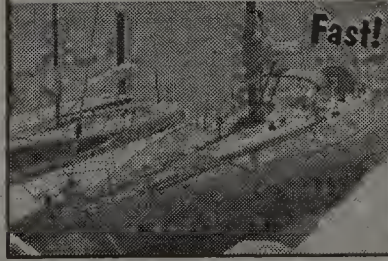
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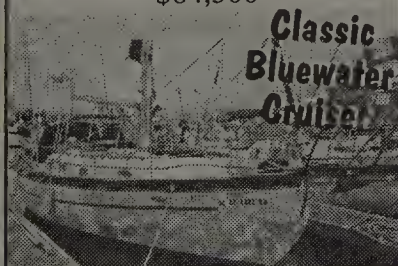
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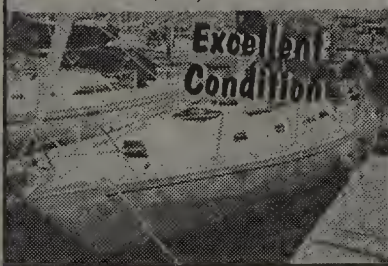
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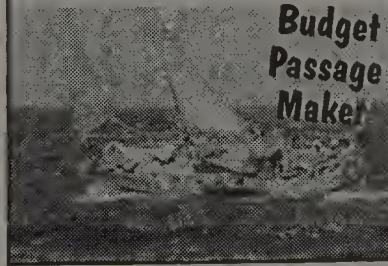
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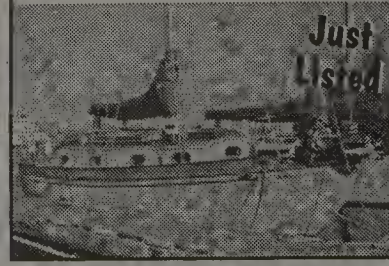
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## LETTERS

nization a black eye. These people, as well as their senior officers, should be given a mandatory course in the Constitution of the United States. Hopefully, most of them can read.

Frank Taylor  
San Diego

Frank — You're correct, the Supreme Court has ruled several times that the Coast Guard may board your boat, even if it's your home, to conduct a search — and they don't need reasonable cause or a warrant. Knowing this, you can either cooperate with a boarding party or you can create problems. If you cooperate with the Coasties, there are no guarantees, but the chances are pretty good that things will go as smoothly as possible. If you want to create problems, however, you can pretty much guarantee that the boarding is going to take longer than necessary, that the air will fill with hostility, and you may end up in big trouble. So your reasoning for not cooperating would be what? Why not cooperate out of self-interest?

After a Coastie takes enough guff from a particularly obnoxious guy, we wouldn't have any problem with him telling the guy to 'shut up' or suggest that a lack of cooperation will result in the boarding taking an unnecessarily long time. You ever watch the television show Cops, where they show videos of people who have been stopped by the police? We know it wouldn't be politically correct, but after hearing an adequate amount of bullshit, we'd like to see an ombudsman — perhaps somebody from the WWF — step in and deck the jerk. It's not that we crave violence, but rather that obnoxious assholes have such a desperate need to periodically be put in their place.

So you think the Coast Guard instructs their people to "abuse" citizens? When you had an unpleasant boarding, did you start things off with such an inflammatory accusation? Was the unpleasant boarding all the Coasties' fault, or were you an instigator/contributor?

We're sure there are some bad apples in the Coast Guard, but the Coasties that have inspected our boats have been firm but professional. Most Coasties sign up to be of genuine public service, and would rather be doing Search and Rescue than safety inspections. But they get their marching orders from Washington, D.C. and the Department of Transportation. If you want the boardings stopped, take it up with those giving the orders, not with those who have to follow them.

### ↑↓COAST GUARD

While taking my boat to the KKMI yard from the San Francisco YC on the morning of June 8, I was stopped by the U.S. Coast Guard. As they approached, they asked if my boat had been inspected recently. I told them that the Coast Guard Auxiliary had done an inspection just two weeks before. After seeing the inspection report and verifying my personal identity and ownership, they wished me a good day and proceeded to the next sailboat nearby for inspection. They were courteous and did not board my boat.

Given the recent terrorism and threats of terrorism in the world, I think the Coast Guard has a tough job to perform, and I can understand that each officer needs to decide whether or not to board a boat, and whether or not to board with guns drawn.

Myron Eisenzimmer  
Mykonos, Swan 44  
San Francisco YC

Myron — We believe the only reason you weren't boarded is because you had a recent inspection — and good on you for that. As we understand it, Coast Guard boarding parties must



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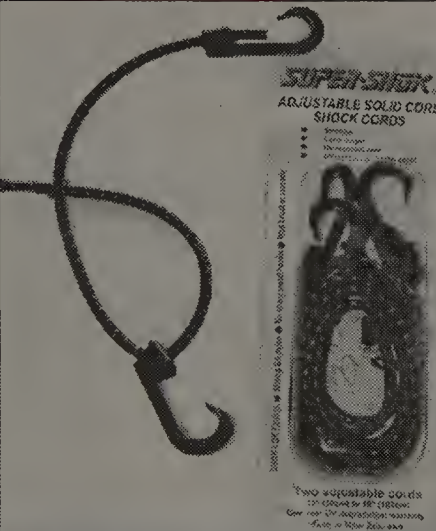
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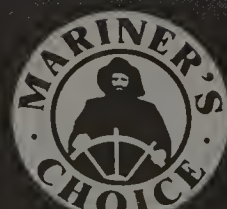
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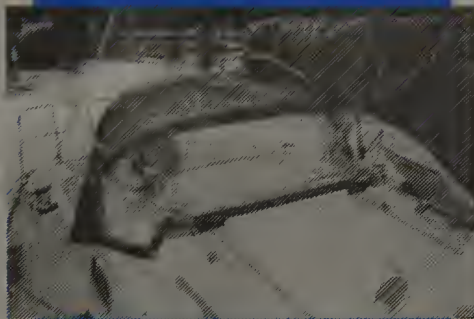
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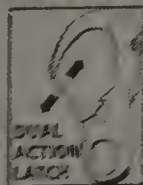


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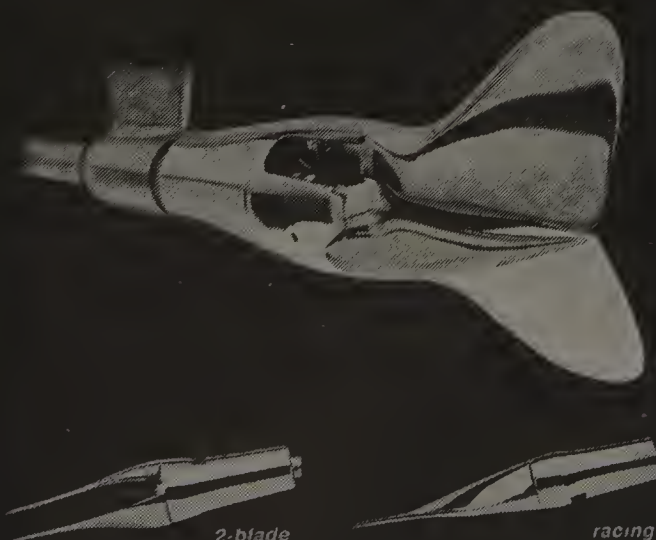
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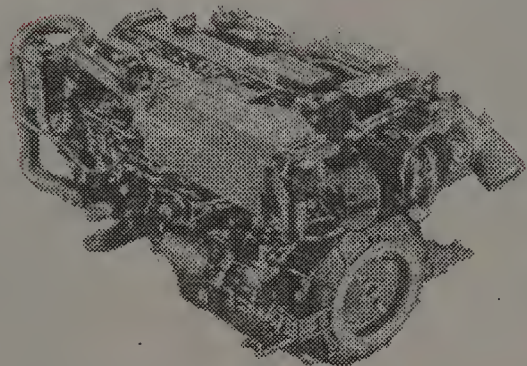


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## LETTERS

be armed. We hope, however, they don't have to have their guns drawn, as it's an easy way to lose friends and supporters.

### SWITZERLAND — HIGH MOUNTAINS AND LOW TAXES

Thanks for the interesting article previewing the next America's Cup. An error sneaked in, however, due mostly, I suspect, to the trouble people seem to have distinguishing between Switzerland and Sweden. Being Swedish and having lived in Switzerland for several years, I run across this problem a lot. I understand, because I personally have a very hard time not getting Idaho and Iowa confused.

In any event, the America's Cup will indeed not see the first-ever challenge from Switzerland, as they were the ones with *Be Happy*, the two-keeled boat that required two helmsmen. Prior to the last America's Cup, I worked at the airport in Geneva. From my office overlooking part of the tarmac, I watched *Be Happy* being loaded on to a giant Russian cargo plane and flown out to New Zealand. That exercise took the better part of a Saturday in order to accommodate the press, sponsors, and so forth. Alas, the two-keeled *Be Happy* only had one mast, and when it broke in the Challenger Series, the Swiss had to withdraw.

If I remember correctly, 1992 was the last time the Swedes participated in the America's Cup.

Need a tip to prevent confusing Switzerland and Sweden? Switzerland is the country to the south with higher mountains and lower taxes. Sweden is to the north with lower mountains and higher taxes.

Carin Bengtsson  
San Carlos

Carin — It's hardly surprising that an America's Cup entry named *Be Happy* would come from a country with low taxes.

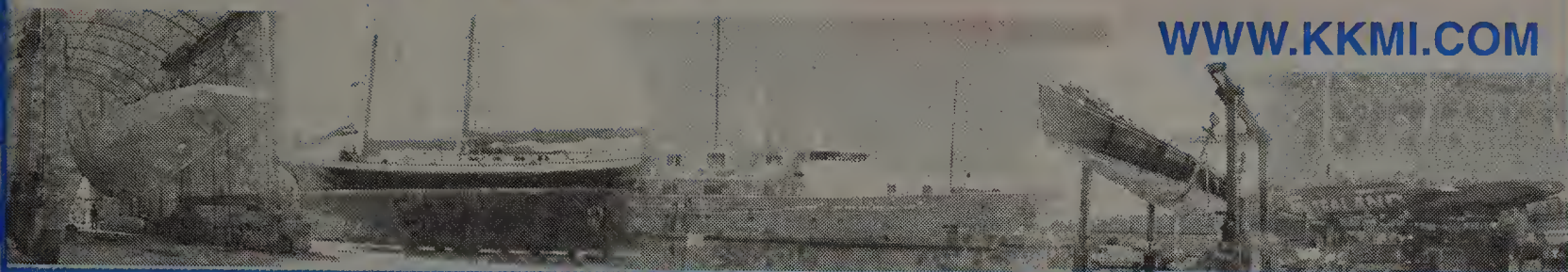
### ON MY FEET SCREAMING AT THE TELEVISION SET

Have we really become so passive and docile that we've become dumb sheep willing to accept slaughter? I don't watch much TV anymore, as it's littered with too many team sports programs and brainless sit-coms, but I do catch several news magazines. A feature story the other night on ABC's *Downtown* struck a nerve with me, for it's rare that I get on my feet screaming at the television set.

The story was on the recent surge of piracy on the open seas. It pointed out that there has been a 400% increase in occurrences over the last 10 years, particularly around Mexico, the Caribbean, the Sea of Cortez, and the Western Pacific. The story then zeroed in on the personal account of a Canadian yachtsman whose boat was boarded by two Mexicans in the Sea of Cortez, who then had his throat slit from ear to ear. He was left for dead. The Canadian did the unthinkable — he survived to give a full account of the event. Not that Mexican officials found the perpetrators or the guy's boat. But, his account gives some insight into the modus operandi of the pirates.

At the close of the story, the *Downtown* correspondent announced that there was a "new, high tech" solution to the problem, and went on to give an inept description of an EPIRB. That's what lit my fuse. What kind of liberal-agenda idiot is that story producer? What the hell is an EPIRB going to do for you when a pirate is standing a foot or two away with a gun or a knife? Unless you can push that button and a Coast Guard gun ship miraculously appears 20 feet away, the only thing that EPIRB is going to do is bring some apathetic bureaucrat to the spot where you were last seen alive. Further,





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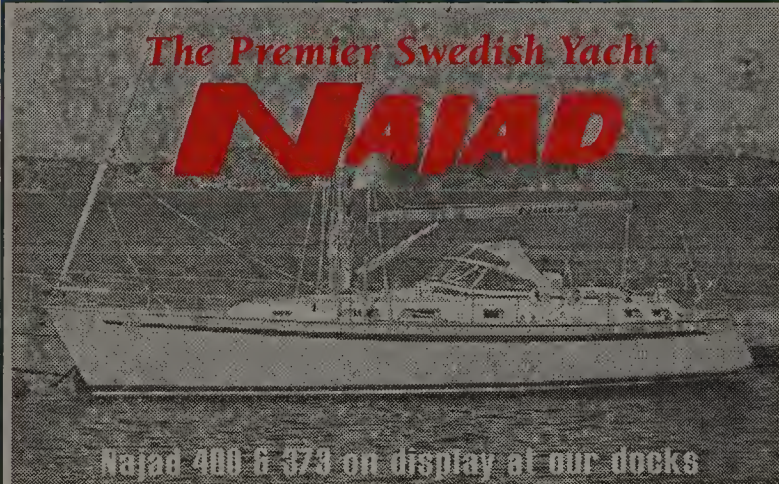
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## LETTERS

if I'm supposed to feel gratified that some Third World official might look into my disappearance, I'm not.

If the show's producer and his family were in immediate life-threatening danger, would he whip out his portfolio and cell phone, or grab for the nearest weapon? Particularly if he understood that the nearest police were about 800 miles away, and his unwelcome guests weren't there to negotiate stock options.

The only solution to such situations is 'old tech and low tech' — meaning a gun. There's an old axiom that states, 'Only a fool brings a knife to a gun fight'.

When police talk about crime, they always point out that there are three components that make up the perpetrator's profile — means, motive and opportunity. They've conveniently left out the fourth — safety. Criminals aren't particularly suicidal. They're bold only when they know they have the upper hand. In the case of most mariners, they know they're armed and the chances are that you're not.

Piracy has increased — and in fact been fostered — as the result of shortsighted laws passed by many of the Caribbean and Latin countries. All of these nations openly recognize your right to defend yourself on the open seas, but when you enter their 22-mile boundary, your weapons must disappear. How does this piece of magic happen? It can't, doesn't, and it shouldn't! Furthermore, most piracy problems occur within the 50-mile zone of coasts and islands. Pirates use fast small power boats, so they don't have the range to get mariners on open waters.

With all the wealth and resources of the United States, our own Coast Guard will quickly tell you that your best chance of survival on our outer waters is to stand watches and be well armed. It's a foregone conclusion that Mexico and the Caribbean island countries have neither the resources nor manpower to adequately patrol and protect their waters. Yet, they all want the tourist dollars from American yachties.

Downtown started the issue, but I've got the real solution — a single united voice of the yachting community of the Americas needs to make it clear to Mexico and the Caribbean nations that we are not there to fall prey to their criminals or to be victimized by the restrictive laws of their governments. I'm not advocating they change their in-country laws concerning weapons, although the effectiveness of their laws are demonstrated by the presence of well-armed pirates. However, some amendments or considerations need to be enacted, such as a 'visiting foreign vessel clause' to allow transient vessels to remain armed, without fear of arrest, while they're cruising or anchored in local waters. This is not to be interpreted as to allow 'gunslinging cowboys' to wander the beaches brandishing weapons, but that they remain on the vessel to repel boarders if necessary.

The instances of piracy will quickly drop when pirates figure out their acts of bold impunity have placed them in equal jeopardy. It is to this end that I'm contemplating establishing a nonprofit organization dedicated to lobbying those nations with such laws, and compelling them to implement waivers or visa attachments to the yachting community. I've identified about 5,000 yacht clubs along our gulf and coastal states. If each club would commit about \$150/year to the proposed organization, there should be enough working capital to make a serious attempt at forcing some change. It may also take some cooperation from the yachting community in the form of a boycott to get the attention of some of these countries. Just one season of low or null presence should bring them to the negotiating table.

I'm not soliciting funds at this time, but am testing the



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## LETTERS

water, to see if this is a cause that you would support. I'm a semi-retired research engineer/physicist, who also happens to be an active yachtsman and avid scuba diver. I have a Catalina 45 in Long Beach, and a Huckens 68 I keep at Guanaha in the Western Caribbean. The issues I've written about above are certainly near and dear to my heart, and should be to any of you who cruise the Eastern Pacific or Caribbean waters.

Robert S. Krangle, Ph.D.  
Albuquerque, New Mexico

Robert — The Canadian yachtsman referred to by the television show and you is Bob Medd of the Aloha 34 TLC. We're not going to go into details out of respect for Medd's problems, but let's just say that hardly any cruisers still believe his story about Mexicans slitting his throat. Indeed, Medd's tale became so inconsistent and subject to change that it became difficult for anyone to believe. As for his boat, she was found almost immediately.

Frankly, we don't think you're going to get much support for your lobbying idea for the following reasons: 1) There hasn't been much piracy in Mexico, Central America, or the Caribbean in the last few years; 2) the dangers yachties face ashore are many times greater than at sea; 3) bringing a rifle to an automatic weapons battle isn't any better than bringing a knife to a shootout; 4) legislators in the poverty-stricken countries you referred to have more pressing concerns than the possibility of gringo yachties being shot every 15 years; 5) if you want to carry a gun, just find a good hiding place on your boat.

### ↑↓CHAIN STORES

Surviving the '80s and early '90s was not easy if you were a small marine business, because chain stores for marine goods started cropping up all over the nation. It was all about slick ads, loss leader items, deals at any price — as long as they beat the competition! Factories that manufactured several items to several hundred were delighted with the huge purchase orders they received from these mega-companies. These were definitely good times for the consumer as well as the manufacturers. Some factories would receive six-figure purchase orders from these discount chains that in some magical way made them instant lottery winners.

The competition dug in for a fight, trying to establish their own niche markets, but one by one they closed because they had lost so much market share. The neighborhood chandlery with all its character and individual personality began to disappear. Kettenberg Marine, Johnson & Joseph, Weeks, Howe & Emerson, C.J. Henry, Proper-Tighe, Al's Marine, Boaters Supply, The Ship's Store, Crooks Boats, John Beery Co., Anchorage Hardware — just to name a few. They're all gone. Each time a small marine store would close, the chain stores became stronger.

Factory reps, who helped pioneer new products, were phased out by the chain stores as being unnecessary. Why let the factories pay a commission to the representatives they employed as independent contractors, when they could request that money as a rebate in their pockets. Manufacturers of marine products began to get squeezed for better deals. Manufacturer profit margins began to shrink. The chain stores began to limit what they bought from the manufacturers, limiting the choices available to the consumer. Soon manufacturers began to realize the error of their ways.

In the past, manufacturers had limited their exposure by selling a variety of stuff to a variety of dealers in a variety of markets. If a small dealer chose not to stock a particular item



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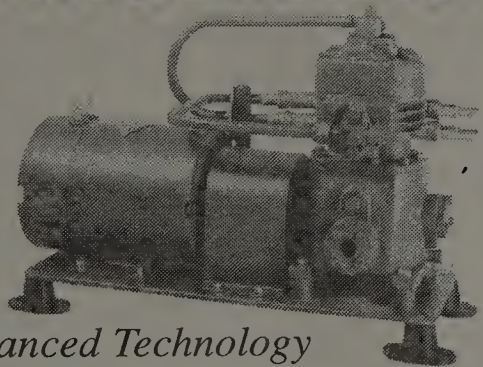
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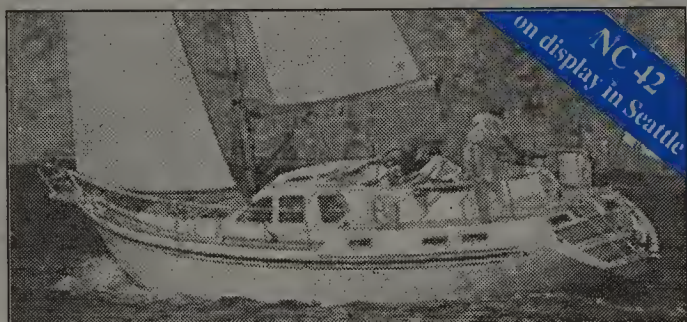
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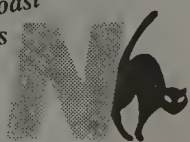


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or if that dealer paid an invoice a little late, the manufacturer could absorb it and go on to another dealer. But now the tail was wagging the dog. Manufacturers had to make more and more concessions if they wanted to do business with the chain stores. The consumer began to see limited products in the chain store catalogs. The boatowner was being shortchanged with slick marketing and colorful catalogs, as the discounters only put in the catalogs what they wanted to sell. The consumer might only see two or three widgets in the catalog when 10 or 20 were actually available.

An argument could be made that the discount catalogs cannot possibly carry every product, and that they can special order the other items. Back when there was more competition, if a marine supply store didn't have what you wanted, you just went down the road to marine supply store B and got it right off the shelf. And discount prices? I walked into a brand new discount chain store recently and discovered that a lot of prices were not of the bargain variety, but in fact higher than many of the smaller independent stores. I admit that there are still some items that the small independents find hard to compete with, but I am amazed how easy it is for me to price something equal to or less than the discounters. I find it humorous whenever a buyer asks me if I can match the catalog house discount price only to find that my normal deal would have been cheaper!

The chain stores aren't going away anytime soon, and admittedly I do use their catalog occasionally. But I challenge boatowners to make their next purchase at a smaller marine store. Chances are they have weathered many storms, survived economic downturns and through it all, continued to learn their trade. Seek out the small marine stores, there are still a few of us left.

Kirby J. Long  
Former Owner of Proper-Tighe Marine  
General Manager, Napa Valley Marina

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to [richard@latitude38.com](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816. Please note that your Letter to the Editor may also appear on our Internet site indefinitely.

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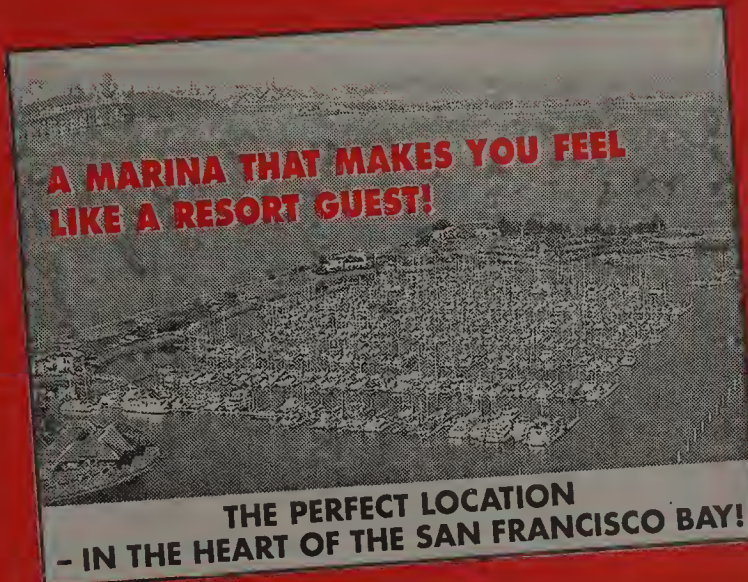
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## LOOSE LIPS

### Boating stats.

The California Department of Boating and Waterways recently released their 2001 California Boating Safety Report. This annual analysis of boating accidents in state waters is used to help direct efforts toward reducing the number of accidents, injuries and fatalities. DBW's work toward this end sometimes includes actually 'recreating' accidents using real boats.

The best news is that it's working. While the 502 injuries in 2001 is almost double the 1980 figure of 270 — mostly because there are now nearly one million boats registered in the state — the fatality numbers have gone way down over the last two decades. In 1980, 112 people died in boating accidents. Last year, 48 were lost.

Once again, sailing craft accounted for only a small fraction of accidents (94 out of 1,307 reported accidents), while open motorboats (509) and personal watercraft (412) accounted for the most.

Here are some other interesting statistics in the study:

- The most common type of fatal accident involved falls overboard (35%) and capsizing (33%). Operator inattention (50%), operator inexperience (31%) and hazardous weather/water conditions (27%) were the primary causes of accidents involving fatalities. 63% of victims drowned. 83% were not wearing lifejackets.

- Statistically speaking, you have the highest chance of getting killed or injured while operating a 16-ft open motorboat on a Saturday in June or July between the hours of 2 and 4 p.m. To be the safest, take your 65-ft (or larger) boat out only on Thursdays in December between 4 and 6 a.m.

- In PWC incidents, far and away the most common cause of accidents is operator inexperience (228 incidents), followed by excessive speed (176) and operator inattention (144). (Most PWC-related accidents have more than one cause, which is reflected in this particular category.) A horrifying 193 of 273 total PWC accidents — almost 70% — were caused by collisions with other vessels. The majority of PWC-related accidents were caused by operators from 11-20 years old.

- Blood alcohol levels were available for 42 of the 48 fatality cases statewide. Of these 42, 10 (24%) had blood alcohol levels equal to or greater than .035%. (.08% is the legal limit.) The majority of alcohol-related boating fatalities were the result of collisions with other boats (30%), falls overboard (30%) and capsizing (20%). Of the 10 alcohol-related fatalities in 2001, five were passengers and four of them contributed to their deaths because of poor judgment related to alcohol consumption.

Here are a few more stats for just Northern California:

- The Sacramento-San Joaquin Delta accounted for 23% of boating accidents, 21% of injuries and 24% of fatalities in Northern California.

- The San Francisco Bay Area (which includes San Pablo Bay, the San Francisco and San Mateo County coastlines, and the Marin coastline north to Point Reyes) accounted for only 8% of Northern California boating accidents.

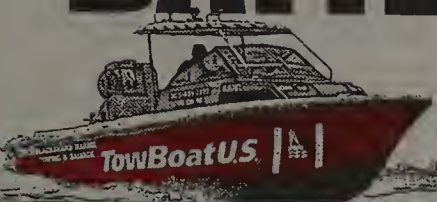
- 56% of accidents in Northern California occurred on lakes. Area lakes also laid claim to the highest number of fatalities (17, or 35%) statewide. Lake Shasta led this grim statistic with 57 accidents, 27 injuries and 3 fatalities in 2001.

- In Northern California, the most accidents (35) and most fatalities (4) were reported in Contra Costa County. However, the most injuries — 23 — occurred in Napa County.

The full report is available on DBW's website, [www.dbw.ca.gov](http://www.dbw.ca.gov).



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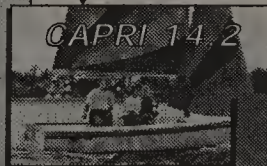
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## LOOSE LIPS

Is Sponge Bob really your uncle?

Those of you still wrestling with the notion that humans are descended from apes won't like to know that all complex organisms on earth may trace their lineage back to . . . sponges? That's the conclusion of Mitch Sogin, an evolutionary biologist at Woods Hole. For the last decade, Sogin has been sifting through clues in the genetic codes of simple marine organisms for the 'smoking gun' of the animal kingdom — the first multicelled organism. The more he looked, the more sponges fit the bill perfectly. The rubbery critters, which are found in all the seas of the world, don't have eyes, ears, bones, or any senses, and they can't move. In fact, they are made up of only two types of cells: ones that paddle water and ones that capture the food particles out of the water. The sponge's ability to grow different types of cells was an innovation that underlies virtually all subsequent advances in the animal kingdom. That, Sogin believes, makes the sponge Earth's first true animal.

**Paying up.**

Thirteen years after the devastating oil spill on Prince William Sound, *Exxon Valdez* skipper Joseph Hazelwood finished paying a \$50,000 fine to the state of Alaska. The restitution was part of a sentence handed down in 1990 after a state jury convicted the former captain of negligent discharge of oil, a misdemeanor. The sentence also included 1,000 hours of community service, which Hazelwood completed last summer. In the meantime, Exxon-Mobil Corp. has asked a federal court to reduce the \$5 billion in punitive damages they are supposed to pay to no more than \$40 million. The company claims they already paid \$2.2 billion over three years for cleanup of the March 1989 spill, as well as \$300 million to more than 11,000 Alaskan businesses and individuals in the wake of the spill.

**Wasting aweigh.**

When it comes to marine sanitation, if you can't bring a vessel to the pump-out station, then you try to bring the pump-out station to the vessel. That's the latest plan of the Richardson Bay Regional Agency (RBRA), whose representatives gathered recently for the launch of *Waste Aweigh*, a new 24-ft marine sanitation vessel with a 350-gallon integral holding tank.

According to RBRA Director Linda Christman, the new vessel is the 'flagship' in a new program designed to keep the waters of Richardson Bay clean. RBRA will offer the mobile pump-out service not only to boaters in marina berths, but also boats in the anchorage. To encourage compliance, rates for the first six months of the inaugural program will be "reasonable," says Christman. Boaters who meet federal low income guidelines will get an even further break.

The RBRA program was instituted and is funded by the California Department of Boating and Waterways, but private enterprise will play a role, as well. RBRA has contracted with the well-known Rick Mortimer of the MT Head Marine Sanitation service for the job. In addition to MT Head's normal operation servicing San Francisco Bay, Mortimer will ensure that the pilot program will be successful in Richardson Bay.

—john skoriak

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*Ocean Planet* on the way.

Bruce Schwab departed Charleston aboard the Open 60 *Ocean Planet*, bound for the Azores last month. When he arrives (about the time this issue comes out), he will have completed the final requirement necessary to start Around Alone — the singlehanded race around the world that starts on September 15 in New York Harbor. (The original start in Newport, RI, was changed to a 'prologue' race to New York to coincide with a first anniversary 'recovery' celebration of 9/11.) Thanks to donations from mostly Bay Area sailors and supporters, Bruce's *Made In America* syndicate was able to meet a \$50,000 matching grant put up by Hank Grandin. This \$100K will get Bruce to the Azores and back. After that, he admits it's going to take about three times that much — minimum — to get *Ocean Planet* to the starting line.

"They've been really great at the yard here in Charleston," said Bruce when we talked to him last month. "One day Teddy Turner (Ted's son) came down and worked on the boat with me the whole day himself!"

Schwab's Wylie-designed boat is the only Open 60 ever built west of the Rockies and Bruce is the only American entered in the 60-ft class. For more information on the project, or contributing to it, log onto [www.oceanplanet.org](http://www.oceanplanet.org).

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# SIGHTINGS

## irv loube, 1918-2002

Irving 'Irv' Loube — attorney, philanthropist, gentleman farmer and sailor — died of cancer at his home in Belvedere, surrounded by family, on May 26. He was 83. Born in Winnipeg, Canada, on December 19, 1918, Loube was just a toddler when his family immigrated to the Bay Area. Growing up in the Outer Mission District, he met future wife Shirley while still in high school. In the early years, Irv worked as a portrait photographer. During the war, he supervised welders at a Richmond shipyard that built military transports. After the war, he gravitated to the Boalt Hall School of Law at the University of California in Berkeley, where he graduated with honors in 1951. He became a founding partner in the Oakland law firm of Loube and Rounselle, which eventually became Loube, Lowen and Sack, where he practiced corporate law. He was also actively involved in real estate development and agriculture, and became one of the largest almond growers in the Central Valley.

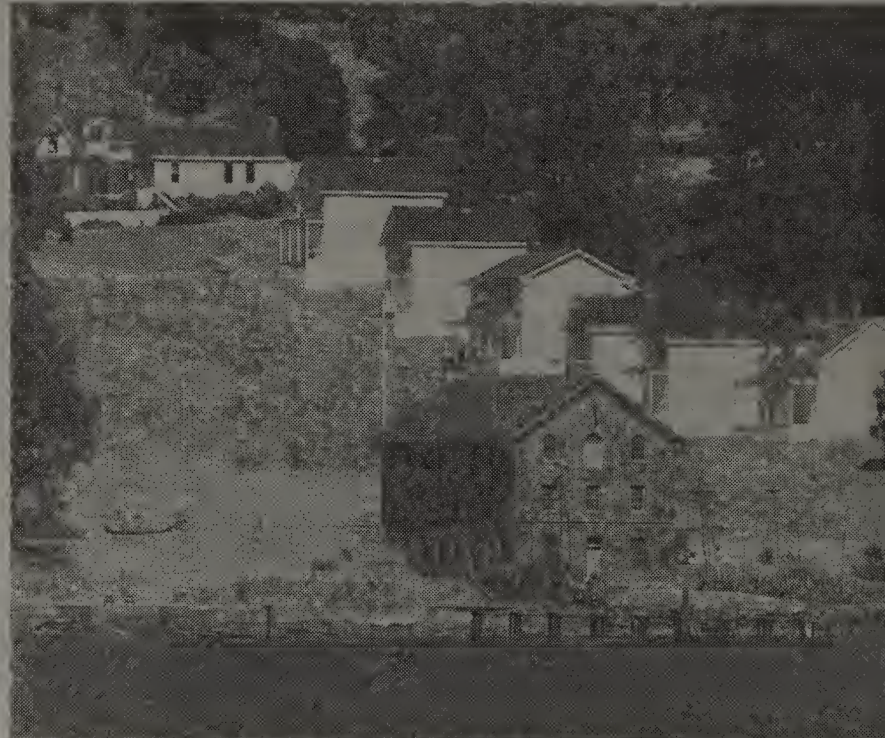
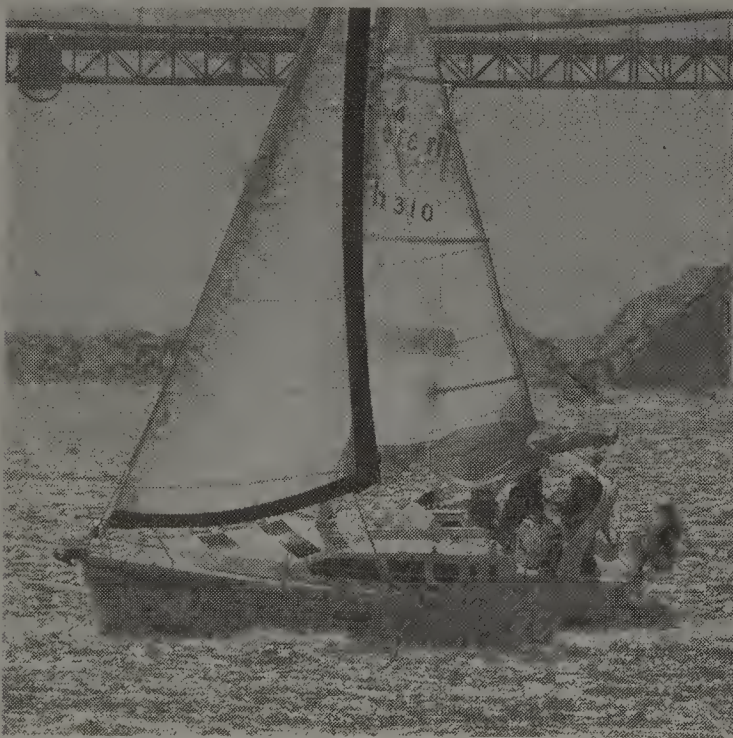
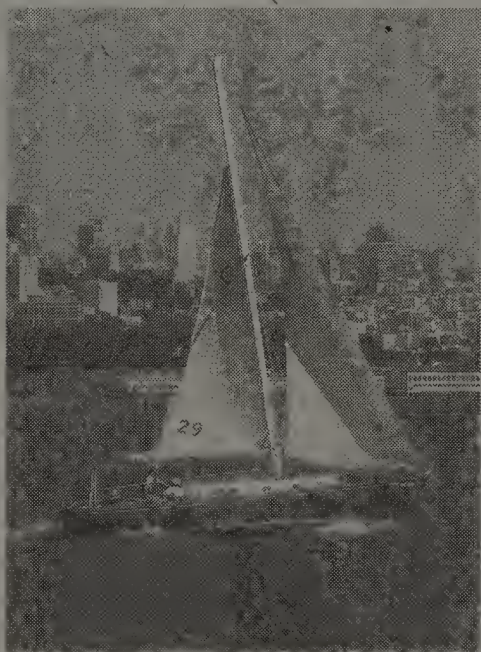
Irv came to sailing in his 40s, supposedly after a doctor warned him

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## summer

Friday, June 21, marked the summer solstice. From here on out until September, it's officially summer. Lord only knows all the strange things that occurred in pagan celebration of this date over the centuries.

Speaking of pagan celebrations, June 21 also marked the observation of the Summer Sailstice. This is a new 'holiday' for sailors that is — honestly — about as wholesome and anti-pagan as is possible to imagine. The whole concept is for sailors everywhere (in the Northern Hemisphere — it's the winter solstice down under) to participate in a hemisphere-wide celebration of sailing on the longest sailing day of the year. Participation is





## sailstice

coordinated at [www.summersailstice.com](http://www.summersailstice.com), where sailors are encouraged to simply go sailing on June 21 on whatever body of water is most convenient — and to sign up for a chance to win prizes offered by marine businesses.

The new idea has left a few sailors confused since there are no clear rules, destinations or other requirements. For that matter, there's no way to check that you actually went sailing or not, either. (But if you win something and didn't go sailing, there are pagan rituals that will make you wish you did.) Fortunately, most sailors are unfailingly honest — and smart enough to catch on that they simply need

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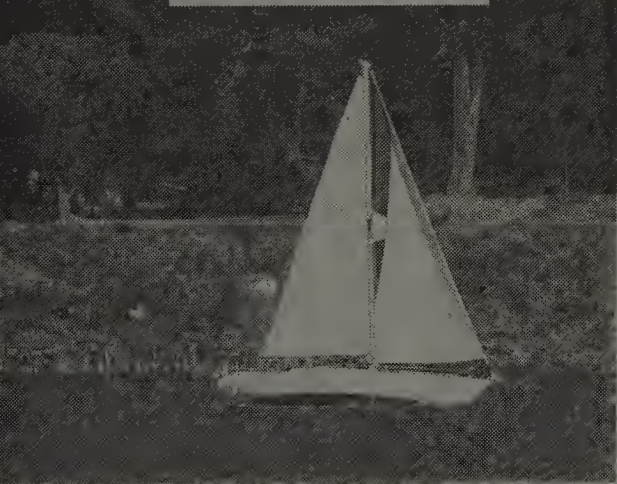
## irv loube — cont'd

back in the early '60s that if he kept up the stressful life he was leading, he'd be dead in five years. Shirley steered him toward sailing, which she thought would provide a relaxing outlet. It was an outlet all right, but for a 'Type A' like Irv, not quite the relaxing pastime the doctor and Mrs. Loube had in mind. He was a quick study and progressed rapidly into the upper echelons of racing. Eventually, he became one of the most influential and important figures in West Coast sailing — and in carrying West Coast sailing into the international arena.

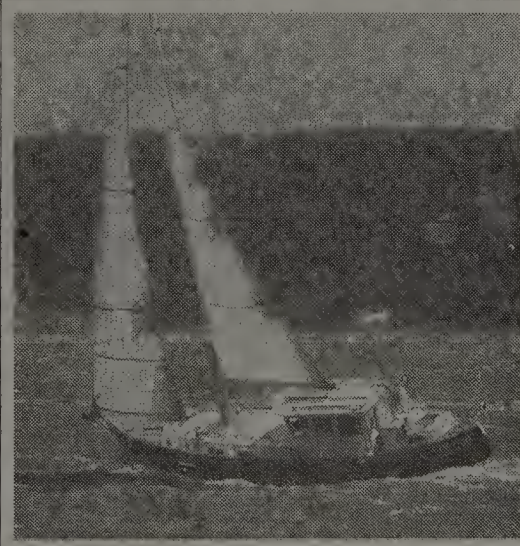
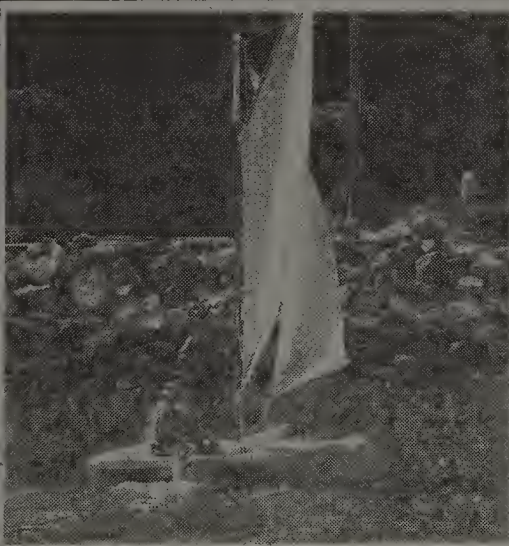
His exposure to events like the Admiral's Cup started back in 1973 when he helped friend Ramon Carlin buy the Swan 65 *Sayula* and get it ready for the first Whitbread Round the World Race. *Sayula* went on to win the Whitbread that year; Loube came home with a dream of competing at the Admiral's Cup that would fire his imagination for the next decade and a half.

Loube soon outgrew his first boats, a Bounty 41 sloop named *Muti-neer*, and the Columbia 57 *Concerto* which he campaigned in Northern

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No, these photos were not taken on Summer Sailstice — but they could have been. Clockwise from above: playing chicken with container ships (not really, but it sure looks like it, doesn't it?); some people like to stay indoors even when they're sailing in lovely weather; a gaff-rigged(?) trimaran rides a lazy afternoon breeze; an angelic course past historic Angel Island; on the top half of a perfect daysail; something borrowed (the sail off a Cal 32) and something blue (the boat — an Islander 37?); the Ericson 'Uta' on a comfy reach; windsurfing for fun; (inset at left) windsurfing for food.

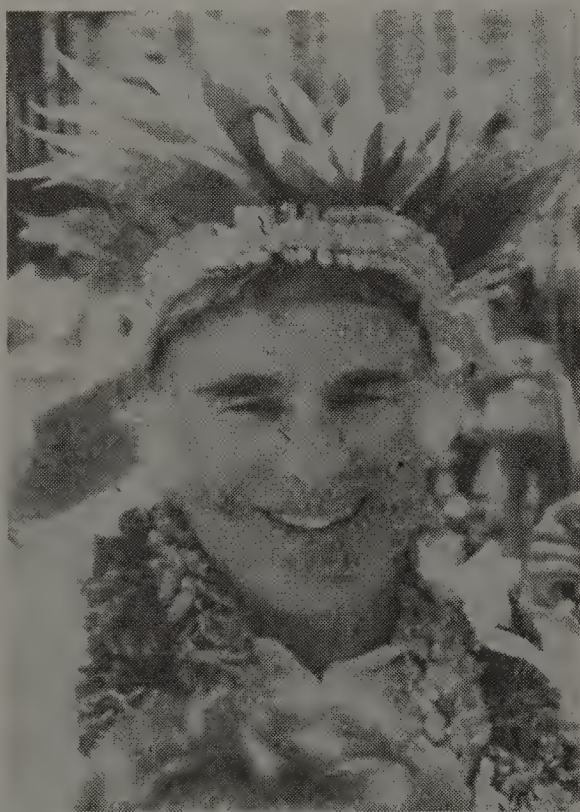




# SIGHTINGS

## irv loubé — cont'd

and Southern California in the same year. In 1976 he commissioned German Frers to design a 49-footer, the first of an eventual four IOR racing machines Irv named *Bravura*. That first boat went on to win a



Above, Irv Loube in the winner's circle at the '83 TransPac. Right, the Farr one tonner 'Bravura' charges across the Bay in the late '80s.

number of events in the late '70s, including the Tahiti Race, the Vic-Maui and the PV Race.

When boat design and technology caught up with the first *Bravura* in 1980, Irv had Frers design a 46-footer that would be better to windward. It was now getting to be a seminal time in sailing when Dave Allen's sensational *Imp* was making her mark in international competition. Loube's *Bravura* program couldn't quite match Allen's, but disappointments like a sixth at the SORC in 1981 only fueled Irv's resolve to fight harder. After nearly a decade of trying, he finally took overall honors in the TransPac in 1983, a real high point.

By the mid-'80s, Irv was sailing the Beneteau-built one-tonner *Coyote*, his sights firmly set on becoming part of the three-boat team at the Admiral's Cup.

But conditions for the Admiral's Cup eliminations off Brenton Reef (Newport, RI) in 1985 favored big boats and *Coyote* was eliminated. Believing an updated one-tonner would be the way to go, he had Bruce Farr draw up the third *Bravura*, a 40-ft IOR one-tonner, which launched in 1988. By this time, Irv had taken on the duties of recruiting crew and organizing the complicated logistics of an international campaign. For the former, he surprised everyone by putting together a crew of young Richmond YC guys, headed by helmsman Billy George. The next surprise was a second place in the '88 One Ton Worlds on the Bay with the new boat. It was the first time an American boat had placed in the top five since the one ton rule had gone into effect six years before.

Irv finally made it to the Admiral's Cup in 1989. The high-caliber, 14-team fleet that sailed that year is considered by some to represent the zenith of IOR racing. Paired with the all-Bay Area team of the Dave Allen-chartered Farr 40 *Sagacious V* and Randy Short's chartered Farr 50 *Great News*, the American team was kicking butt until two days into the grand finale — the double-weighted Fastnet Race — when *Bravura* dismasted in moderate conditions 30 miles from Fastnet Rock.

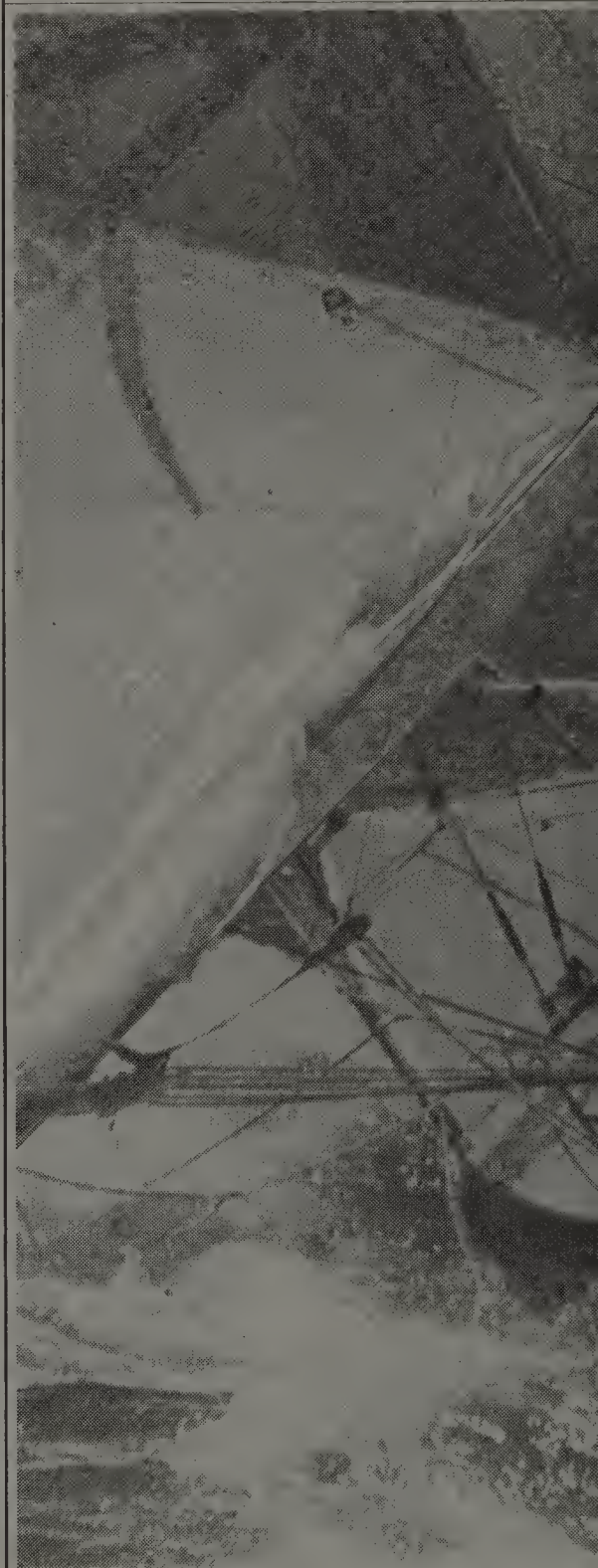
Loube tried one more time for the elusive goal of the Admiral's Cup, this time in 1991 with a new Farr two-tonner — the fourth and last *Bravura* — and came out a winner. Well, at least individually. *Bravura* won the Two-Ton Division, although the American team (which included *Champosa* and the One Ton World champion *Vibes*) took third behind France and Italy.

Unlike many owners, Irv never insisted on driving during races. Although he was always actively involved in decision-making in the back of the boat, he knew the most effective strategy was to gather together the best crews, put them on a meticulously-prepared boat and let them do what they did best. And that's what he did best. He was also well known for his ability to manage a boatful of ego-heavy

continued on outside column of next sightings page

## sailstice

to get aboard their boat wherever they are and go sailing. Like any holiday, exactly how you celebrate is up to you. But since you asked, why not invite some friends or even co-workers along after work and make it an experience to remember — even that guy from accounting who's always rubbed you the wrong way? Good will toward men isn't just for Christmas anymore. Follow the sail with cold refreshments and a barbecue aboard and you'll make your guests' month.





## — cont'd

Now in its second year, Summer Sailstice got almost 400 sailboats from 36 states and 5 Canadian provinces out on the water this year! Over 100 of those were in California where the event started.

In 2003, Summer Sailstice will move to a Saturday. The long-term goal is to have this become a 'real' holiday for sailors so that by 2005 when June 21st falls on a Monday all sailors will get the day off and have a Summer Sailstice three-day weekend!

## irv loube — cont'd

rock stars. Perhaps his most enduring legacies, however, were the guts to take chances with promising young sailors and far-flung race programs, his never-say-die attitude, and his love of competition at the highest levels of the game.

"I sailed with and against Irv many times," says big boat veteran Steve Taft. "He was always a good guy and a good guy for the sport."

Irv is survived by his wife, two children and two grandchildren — as well as three sisters and a brother. The most sailing-oriented of several memorial services was held in mid-June at the St. Francis YC. Memorial contributions in Irv's name may be made to the Foundation for Cardiac Research, Attn: Claude Lowen, P.O. Box 1728, El Cerrito, CA 94530.





# SIGHTINGS

## well-rounded family

The newest members of the growing fraternity of Bay Area circum-navigators are the Leslie family of Sausalito. Dad Willie, mom Andrea and youngsters Ellen and Scott departed the Bay on October, 1998, aboard *Lady Ann* and returned just last month — Four years, 41 countries, 225 stops and 35,664 miles later.

continued on outside column of next sightings page

## manifestly

An as yet unidentified 35-year-old Alameda man, perhaps a transient, died in the wee hours of June 18 when the dilapidated vessel he was aboard capsized and sank not far from Angel Island's Point Blunt. Terry Rucks, 50, of Oakland, sur-



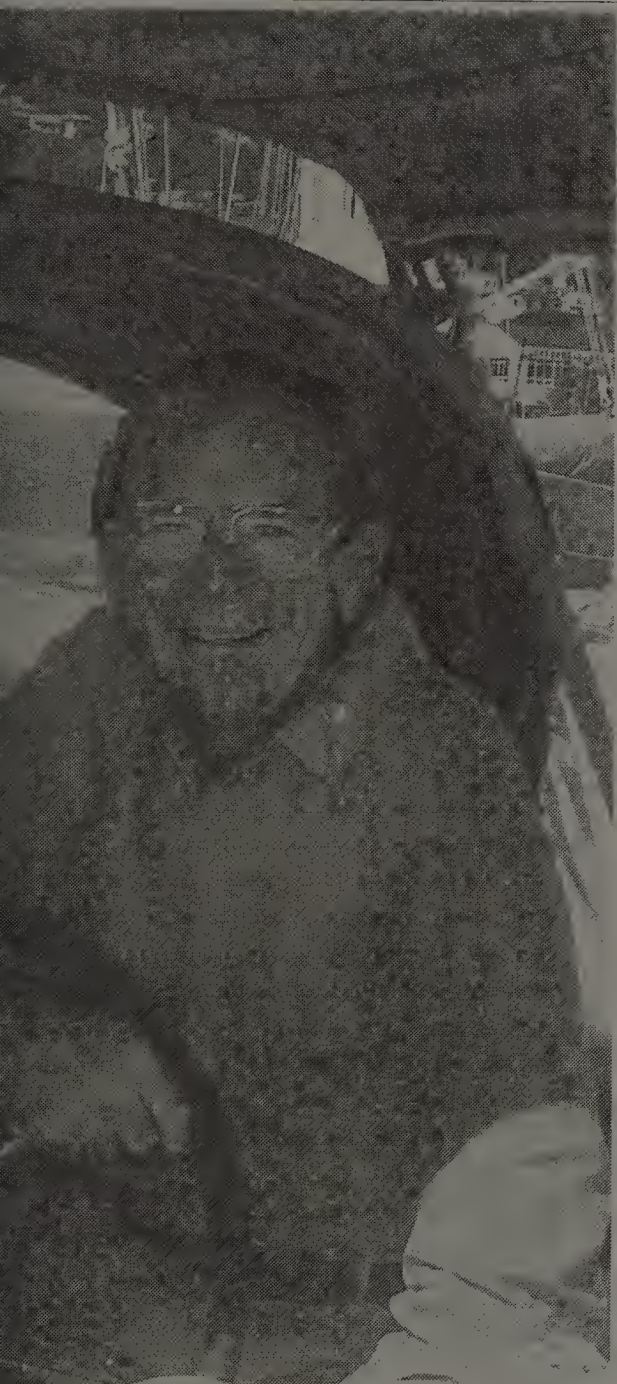


## unsafe

vived the mishap.

Apparently Rucks and the other man, who had met just a week before, were attempting to take the boat from Oakland to the anchorage in Richardson Bay. It

continued middle of next sightings page



The Leslie family — Scott, Ellen, Andrea and Willie (and Suerte the cat) — returned last month from a four-year circumnavigation.

## family — cont'd

There are several aspects to the Leslie's cruise that we found interesting. First, they did it on a mostly stock Irwin 37. Second, they had no roller reefing or autopilot simply because they couldn't afford such luxuries. And third — and perhaps most significant — Willie and Andrea made the decision to go when they did *because* of their children. Fearing that Ellen, then 7, and Scott, then 9, were at the age where they would soon be regularly exposed to all the negative aspects of civilization that vex modern parents, Willie and Andrea decided it was the perfect time to show their progeny other cultures, to show them the places and great works of art they read about, and "to make travelers of them," says Willie. "We also wanted to show them that people around the world were basically the same."

Now 10 and 12, respectively, Ellen and Scott have seen more of the world than most adults — including the Eiffel Tower, inside the Egyptian pyramids and the ruins of ancient Greece, to name a few.

Now, says Scott, "We're ready to live in a house for the first time."

"It was time to come home and have a more normal life for a while," says Willie, a former accountant who cleaned out his IRA to make the trip happen. The Leslies and their newest family member — a kitten named Suerte ("luck") they picked up in Mexico — have put *Lady Ann* up for sale (see *Classy Classifieds*) and will move ashore as soon as she sells.

Since the Leslies arrived during the last week of our July deadline, we didn't have time for much more than a snapshot and a quick conversation. We'll sit down with them soon to get the whole scoop for a feature article in a future issue.

## baha ha-ha entries start coming in

If you're interested in doing the ninth Baja Ha-Ha cruisers rally from San Diego to Cabo San Lucas this fall — with stops at Turtle Bay and Bahia Santa Maria — now is the time to sign up. The event is open to crewed boats designed, built, and maintained for open ocean sailing. About 100 boats and 400 folks participate each year.

"As of June 20, we've sent out well over 100 entry packets and received five paid up entries," reports Lauren Spindler, Ha-Ha honcho. "One of the entries, the Express 37 *Mudshark*, also did the '98 Ha-Ha, and we're expecting a number of other repeat entries."

The first five are:

1) <i>Glory</i>	Catalina 42 MK II	Rob Cline	Benicia
2) <i>Mudshark</i>	Express 37	David Fullerton	San Francisco
3) <i>Interlude</i>	Deerfoot 74	The Braun Trust	Alameda
4) <i>Bravado</i>	Elliott 46	Charles Breed	Dublin
5) <i>Dunamis</i>	Challenger 40	Dick & Dotti Olsen	Tucson, Arizona

Entry packets can be obtained by sending a check for \$15 to Baja Ha-Ha, Inc., along with a 9x12 self-addressed envelope (with \$1.65 worth of stamps). The address is 21 Apollo Road, Tiburon, CA 94920. Don't try to call, because they don't believe in phones. Don't send anything express mail, because they don't believe in that either. What they do believe is that \$249 is a hell of a bargain because of all the goodies you get, and that the fleet will have fun again this year.

## mari-cha III — racy lady visits the bay

One of the most spectacular boats ever to sail San Francisco Bay arrived last month — and will be leaving on July 12 as one of the odds-on favorites for line honors in this year's Pacific Cup. We are of course talking about Bob Miller's 146-ft ketch *Mari Cha III*.

There is literally nothing insignificant about *Mari Cha*, from her wrist-

continued on outside column of next sightings page



## *mari-cha III* — cont'd

size rod rigging to her removable 'cruising' interior. But perhaps the most significant aspect of this long, graceful ketch is her speed. Conceived from the outset as a 'super-maxi' capable of supreme speed and supreme comfort, *Mari-Cha's* launch in Autumn of 1997 set the standard for a new pedigree of large racing boats. Designed by Philippe Briand and built in Auckland, at the time of her launch, *Mari-Cha* was the largest boat ever constructed entirely of carbon fiber, and if you can believe the press releases, "the toughness of her carbon/kevlar sandwich hull exceeds that of comparable aluminum hulls."

True or not, hyperbole is unnecessary when it comes to *Mari-Cha*, and all the usual superlatives seem woefully inadequate. The stats speak for themselves: LOA — 146 feet; beam — 29.5 feet; draft — 15 feet; displacement (cruising) — 143 tons; displacement (racing) — 132 tons; upwind sail area (main, jib, mizzen) — 9,000 square feet; downwind (includes two also kites) — 17,000 square feet; mainmast above deck — 159 feet; mizzen mast above deck — 122 feet.

In cruising mode, the huge yacht can be handled by as few as six crew who push buttons to trim sails. For racing, she needs 20 or more since all the hydraulics are disconnected and (for Pac Cup) the water tanks sealed. And — unique among racing boats — her lavish Edwardian mahogany interior is removed. Even stripped out, sailing a boat like *Mari-Cha* is a decidedly different experience. "We work like heck on deck, then go below for a hot shower and a dry bunk," says Atlantic record skipper Lionel Pean. "Superyachts have their benefits."

So does research and development, and this boat had 10 full months of it before the first batch of resin was cracked open. What sets *Mari-Cha* apart from most of her peers is the heart (and underbody) of a racer that beats under that graceful exterior. The amount of cad-cam, wind tunnel and tank testing used to design *Mari-Cha* rivaled that of any America's Cup campaign.

Miller didn't waste any time demonstrating the success of that R&D. In October of 1998, barely a year after her launch, *Mari-Cha* set a new west-east trans-Atlantic record. Her 8-day, 23-hour mark slashed two days off the previous record. Pushed some of the way by a 50-knot gale, the boat averaged 14.5 knots and hit a so-far top speed of 30.8. And it could have been more. After she was tied up, Miller revealed the pounding had damaged the bow thruster, which dropped down and created drag. Although the Atlantic record has since been broken, *Mari-Cha* still holds the Sydney-Hobart course record.

As this was written, debate rages over whether *Mari-Cha* will be able to hold off Bob McNeil's new 86-ft maxi-sled *Zephyrus V*. Both boats rate —180 PHRF, whatever that means in the real world. If it's a typical year, in the early heavy-air reaching, *Mari-Cha* will pull away from ev-

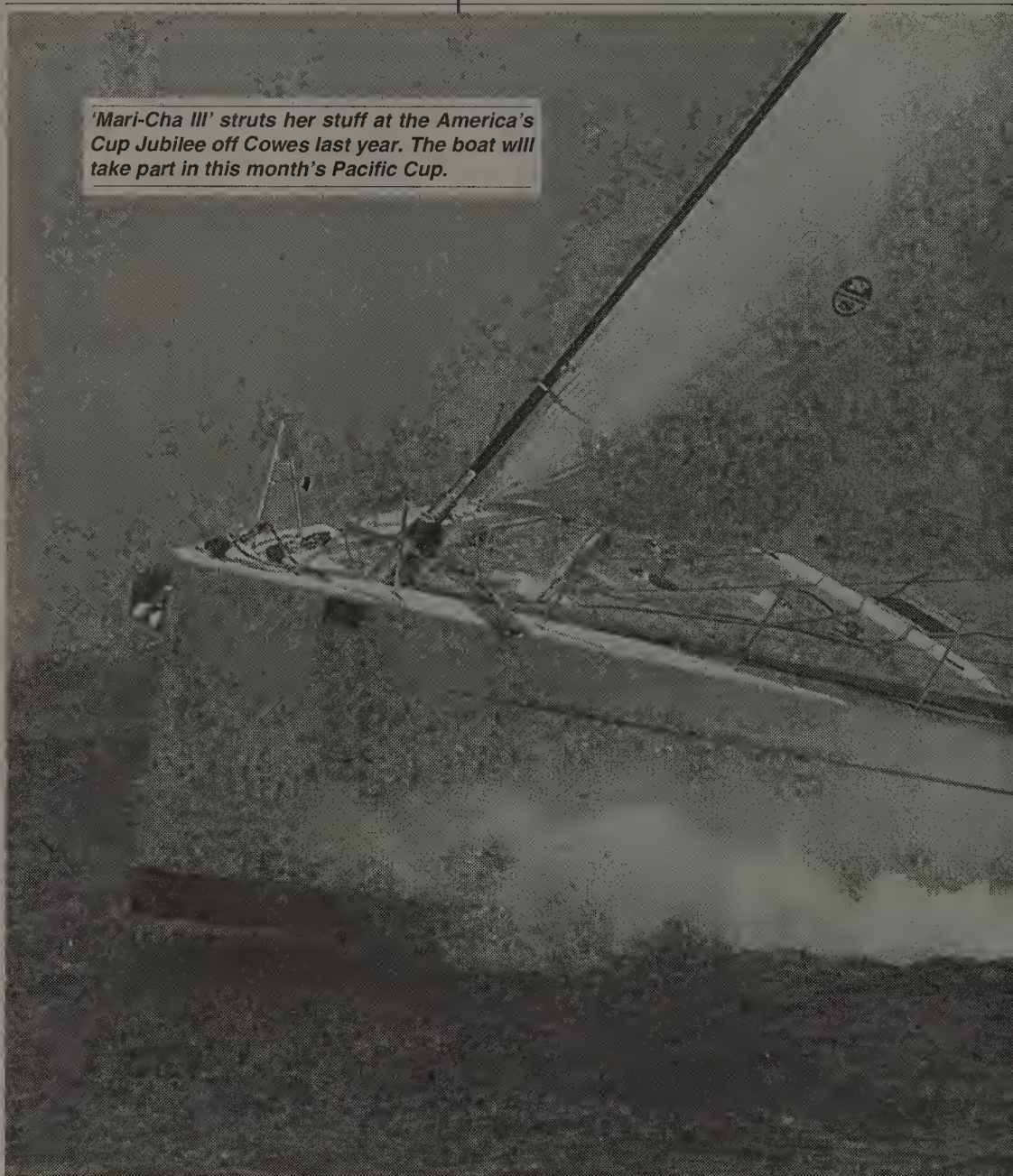
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## unsafe

seems as though it would have qualified as a manifestly unsafe voyage from the get-go. For one thing, the boat was described as a decked over 16 to 18-ft speedboat in very bad condition. Second, she was leaking and had to have a pump running to stay afloat. Third, the vessel was severely overloaded with three anchors and massive ground tackle. Fourth, the trip was undertaken in the middle of the night when no other vessels were around.

After the boat's motor died, she started taking on water and listing. A distress call was put out to the Coast Guard, but before they could arrive, the boat capsized, and the unidentified man went into the chilly waters. At the time of the capsize, Rucks was in the dinghy behind the larger boat. A former diver on the Sausalito waterfront, Rucks says he repeatedly dove trying to rescue the other man, but was

*'Mari-Cha III' struts her stuff at the America's Cup Jubilee off Cowes last year. The boat will take part in this month's Pacific Cup.*





## — cont'd

unsuccessful. When the Army Corps of Engineers raised the boat from 35 feet of water the next day, the reason Rucks couldn't have been successful was clear — the deceased man was tangled in the heavy chains the little vessel had been carrying.

There are substandard vessels in waterways all over the state. This tragic death once again raises a serious question. Should the laws on the books to protect people against unsafe — and unregistered — vessels be enforced? Or, as the powerful John Burton — the President Pro Tem of the State Senate and 'boss of California' — instructed government agencies last year, should the substandard vessels remain sacred cows, immune to the laws that apply to everyone else — even if it means an increased risk of tragedy?

*mari-cha III* — cont'd

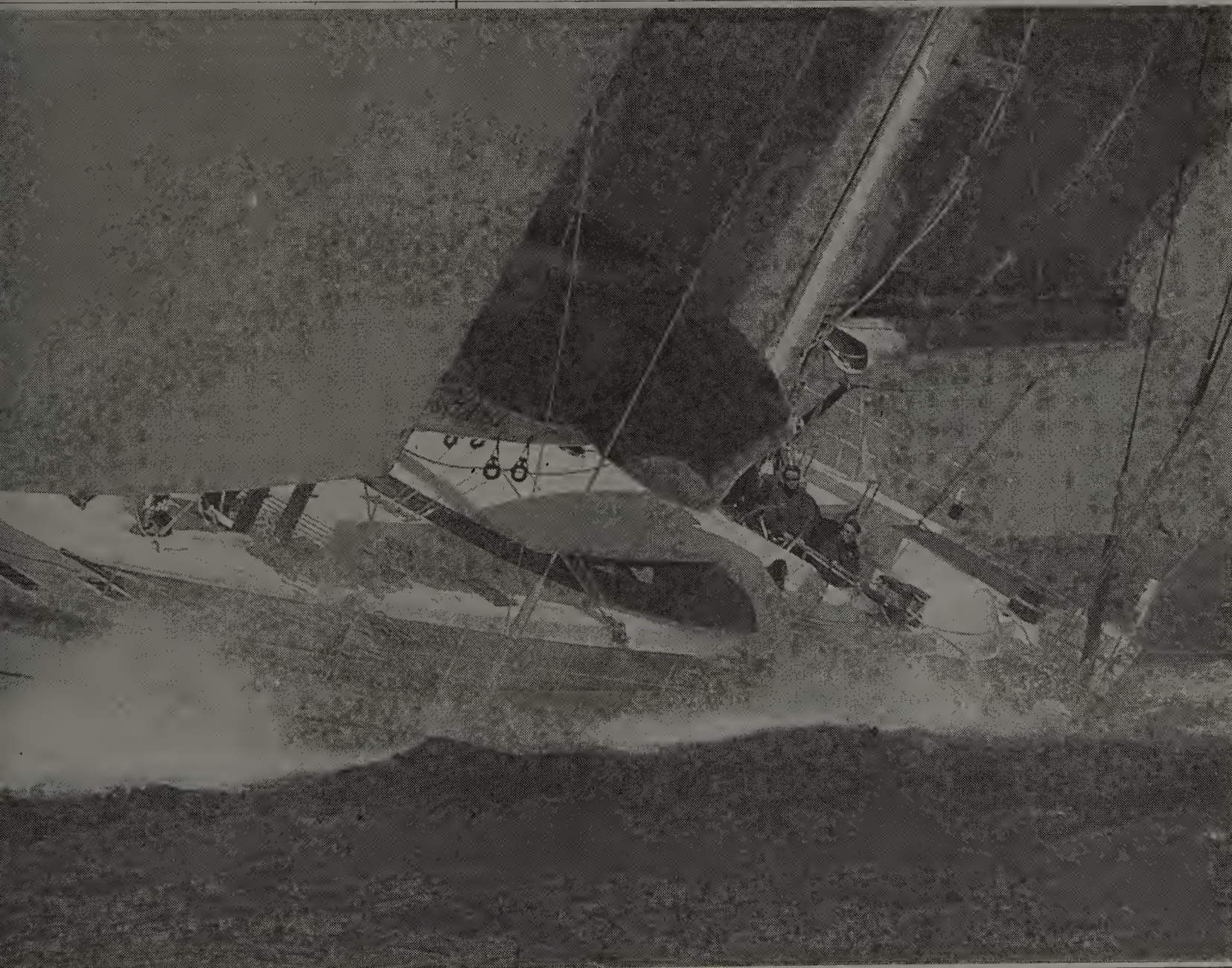
everyone else like they're tied to a stump. But when the wind comes aft, *Zephyrus* may have the horsepower to catch her. All will be revealed in the August issue.

For now, why not check out the website on the boat at [www.mari-cha.com](http://www.mari-cha.com). (And be sure to watch the short video of her surfing past the Lizard on her Atlantic run — wow!). Then on Friday, July 12, plan on being out off the St. Francis YC at 4:40 p.m. to watch the last start of the Pacific Cup when *Mari-Cha* charges out the Golden Gate.

**a-cup updates, gossip and rumors**

Most local racers know that Bill and Melinda Erkelens are two of the nicest people and best sailors ever to come out of the Bay Area. What you might not know is they've been moving up in the world since those 'crazy' days in the Wabbit fleet and that wild doublehanded win of the '94 Pacific Cup in their 26-footer. Both are now part of Larry Ellison's *Oracle Challenge* America's Cup syndicate. Melinda is the team's legal counsel, while Bill carries the title of Chief Operating Officer. On June 12, Melinda had the honor of christening the team's

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TIM WRIGHT





## a-cup — cont'd

first new boat, USA 71, in Auckland. USA-71 will be joined by USA-76 in early July when the second boat is shipped to Auckland from Ventura, where both were built.

In other America's Cup news:

— *Wight Lightning*, the new boat of Peter Harrison's *GBR Challenge*, arrived at the British team's base in Auckland in early June. The new boat had not yet sailed at presstime, although tests of the team's new "cathedral" rig were well underway on one of their two trial horse ex-Japanese boats. The cathedral is the British version of the so called 'X'

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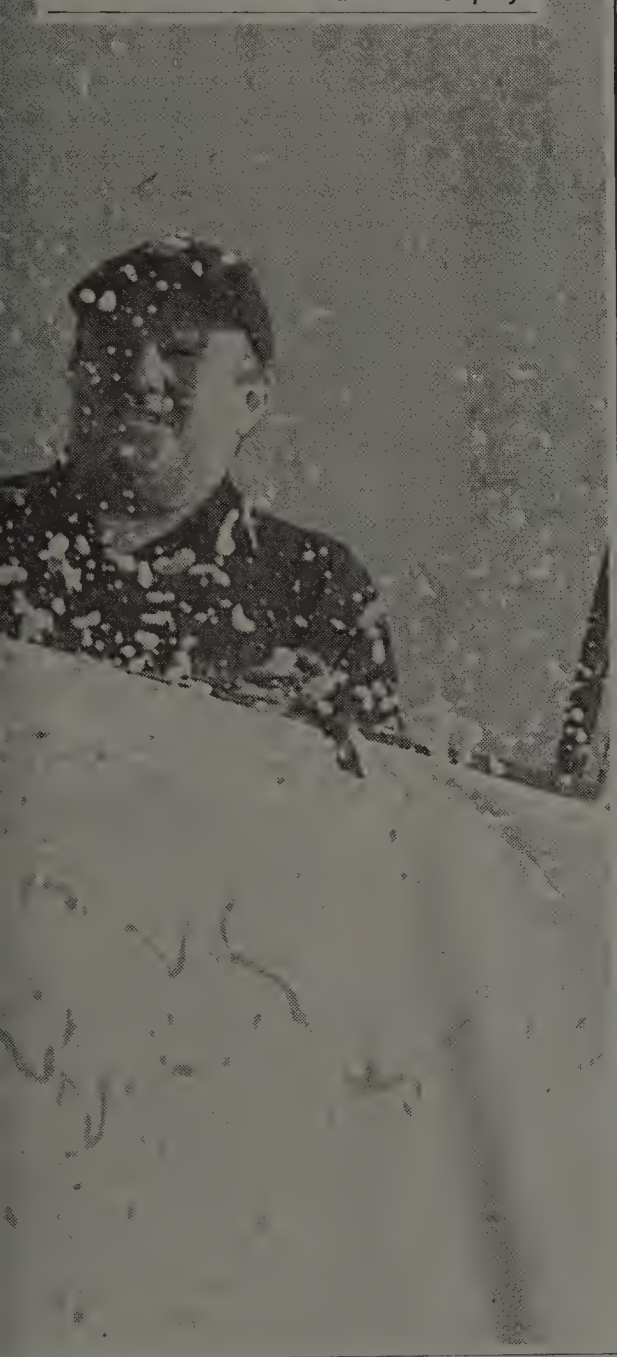
## catnip

Thanks to the efforts of Glenn Fagerlin, owner of the Kronos 45 *Perception*, on June 8-9, about a dozen cruising multihulls participated in the third Catnip Cup, an unhosted nothing serious rally from Yellow Bluff near the Golden Gate, to Vallejo Marina for an overnight, and then back the following day. The event started off with a literal bang when Mike Wright's Hughes 40 *Wavy* glanced off a



## a-cup — cont'd

**Sultana of swing — Melinda Erkelens busts the bubbly over the shrouded bow of 'Oracle Racing's USA 71 as husband Bill and a (sorry) unidentified team member ducked the spray.**



## cup

small unseen-until-it-was-too-late boat anchored in the middle of the Central Bay. Eight hundred dollars later, things picked up again.

Like the Ditch Run fleet which sailed to Stockton the same day, it was light going until late in the afternoon, but nobody seemed to mind. Thanks to the newly dredged Vallejo Marina, all the Cat Cup

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or 'millenium' rig, which was first seen on the *Team New Zealand* boats just before they annihilated *Prada* in the last Cup. By having diagonals that pass through the mast, this setup eliminates one set of spreaders and the associated weight and windage. This was held by many to be the single biggest technological advance of the last Cup bout; Dennis Conner himself dubbed 2000 "the year of the masts." Of course, this time, just about everyone will have a cathedral/millenium/X rig in one form or another. The drawback of them is that they are reportedly much tougher to get right. GBR's first outing was in only 5 knots of wind and they were handling it like a basket of eggs. Probably a good way to start — both *OneWorld* and *Team New Zealand* boats have suffered dismastings of similar rigs in the past few months.

— *Team Dennis Conner* christened their newest Reichel/Pugh-designed *Stars & Stripes* at an early June ceremony held at the team's training compound in Long Beach. "There were a lot of smiles on a lot of faces today," said Conner after his wife Daintry smashed a bottle of Moët Brut Imperial over USA-77's bow. "This day symbolises how committed myself, our team, the New York Yacht Club and our corporate sponsors are to bringing the Cup home to America." The two new *Stars & Stripes* boats (USA 66 was launched in February), which look remarkably similar, will be two-boat testing off Long Beach through the end of July, when the team will relocate to Auckland.

— Two weeks after being rammed and damaged by the environmental activist group Greenpeace, *Defi Areva's* new America's Cup yacht went out for her maiden sail. Greenpeace opted not to mount a fresh assault on the campaign (sponsor Areva is a nuclear power company) and FRA-69 was gently put through her paces off her homeport of Lorient. The boat and her trial horse FRA 46 will ship to Auckland in July. Technology aside, the French hope to gain the upper hand early in the Louis Vuitton Cup by blinding their opponents with FRA 69's retina-searing dayglo green paint job.

— *Team Alinghi Interactive* is reportedly a hit with visitors. The exhibit, which is located in the Swiss team's Auckland compound, has some nifty 'interactive' displays where attendees can twirl coffee grinders or 'maneuver for position' in the crucial five minutes before the start. But the highlight of the show is the Bowman's Experience, a ride that simulates the heaving, shaking, heeling 'workspace' of an America's Cup bowman. No word on how many attendees complete the experience by getting wasted at a local pub.

— In a bit of a surprise, an online poll of 405 America's Cup fans worldwide revealed that 43.5% of them felt Italy's *Prada* team had the best chance of ending up as one of the finalists in the Louis Vuitton Challenger series. (The winner of that series goes on to race *Team New Zealand* in the America's Cup best-of-nine series in February.) Here's how the rest of the teams stacked up: 2) *Team Dennis Conner* (USA) 30.9%; 3) *Alinghi Challenge* (Switzerland) 29.9%; 4) *Oracle Racing* (USA) 23.2%; 5) *OneWorld* (USA) 22.7%; 6) *Le Defi Areva* (France) 10.9%; 7) *Victory Challenge* (Sweden) 10.4%; 8) *GBR Challenge* (Great Britain) 9.9%; 9) *Mascalzone Latino* (Italy) 7.7%. The poll was taken the second week in June by [www.cupviews.com](http://www.cupviews.com).

## coast watch

One of the missions the U.S. Coast Guard is tasked with is protecting the general boating public from criminal activity and those who may be involved in criminal activities in the maritime environment. The Coast Guard's role in federal law enforcement is derived from the enforcement of federal boating regulations. Since boating, either recreational or for commercial enterprise, is a highly regulated activity, the Federal government has given the authority to the Coast Guard to board any vessel in the waters subject to the jurisdiction of the United States in order to determine the status of the vessel and ensure its compli-

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## coast watch — cont'd

ance with all applicable federal laws and regulations at any time. The authority of the Coast Guard to conduct boardings at sea has been challenged by those who chose to attempt to skirt the laws of the United States since the first smugglers began coming to our shores after the American revolution when the revenue cutter service was established in 1790. The Federal Courts have continually upheld the Coast Guard's authority from the rum running days of the 1920s through the drug and illegal migrant smuggling of today and will continue into the war on terrorism through the next century. This is a huge responsibility and is not taken lightly by any of those in charge of enforcing these laws and regulations. We have a system of checks and balances in place so that all complaints and concerns by the citizens we serve can be thoroughly investigated.

During the period 15 May to 15 June of this year, Group San Francisco responded to a total of 279 search and rescue cases. This month we responded to 3 uncorrelated (potentially false) *mayday* calls resulting in no sorties and approximately 10 hours of personnel time to resolve. Ninety-seven of the cases were due to engine failure. Some of the highlights of cases that required the Coast Guard to conduct law enforcement operations include:

**May 15** — While on patrol in the Oakland Estuary shortly after midnight, a Station San Francisco Utility Boat noticed an uncommon light emitting from a launch ramp at fifth avenue. Upon closer inspection, the crew found a 25-foot cabin cruiser tied up at the ramp with several occupants aboard. When the boarding team announced themselves and their intent to board the vessel, the occupants began to rummage around nervously. In the course of an initial safety inspection, the team noticed multiple bags underneath the table that contained a white, powdery, crystalline substance. After completing the initial safety inspection, the substance that was found in plain view was tested with the narcotics identification kit (NIK), and tested positive as methamphetamine. An electronic scale allegedly used for the distribution of the methamphetamine was also found aboard. The Oakland Police Department was notified and responded to the scene. More individually-wrapped packages were found on one of the individuals, who was arrested for drug possession with the intent to distribute. Another of the occupants was arrested for an outstanding warrant.

**May 15** — The Coast Guard was contacted by Richmond Bridge workers who were concerned about a 36-ft sailboat that was anchored near the bridge supports. When a Coast Guard vessel arrived on scene, no one responded to their announcement, so they boarded the vessel to determine its status. While looking for occupants, the team came across numerous types of drug paraphernalia used for the use and distribution of marijuana and crystal methamphetamine. A measurable amount of white powder was also found in plain site and was tested in the NIK. The powder tested positive for methamphetamine. The boarding team also noted an unusual amount of home electronics onboard, including several stereos, computers, cameras and a telescope.

While disembarking the vessel, the boarding team noticed a white male on shore trying to get their attention. When the Station boat went over, the man stated that the sailboat was his and everything on board was his property. (A team member also noticed that he matched the photo found on a Massachusetts driver's license that was found on board the sailboat.) The boarding team contacted the Marin County Sheriffs Office to assist with the case. When the Sheriffs arrived on scene, they took the subject into custody. The Station boat then took two Marin detectives out to the sailboat to discover if the electronics on board were property taken in recent burglaries in the Marin County area. The equipment on the boat matched the stolen property from the earlier burglaries and the detectives seized it all as evidence. This suspect had just recently been released from jail on an unrelated drug possession charge.

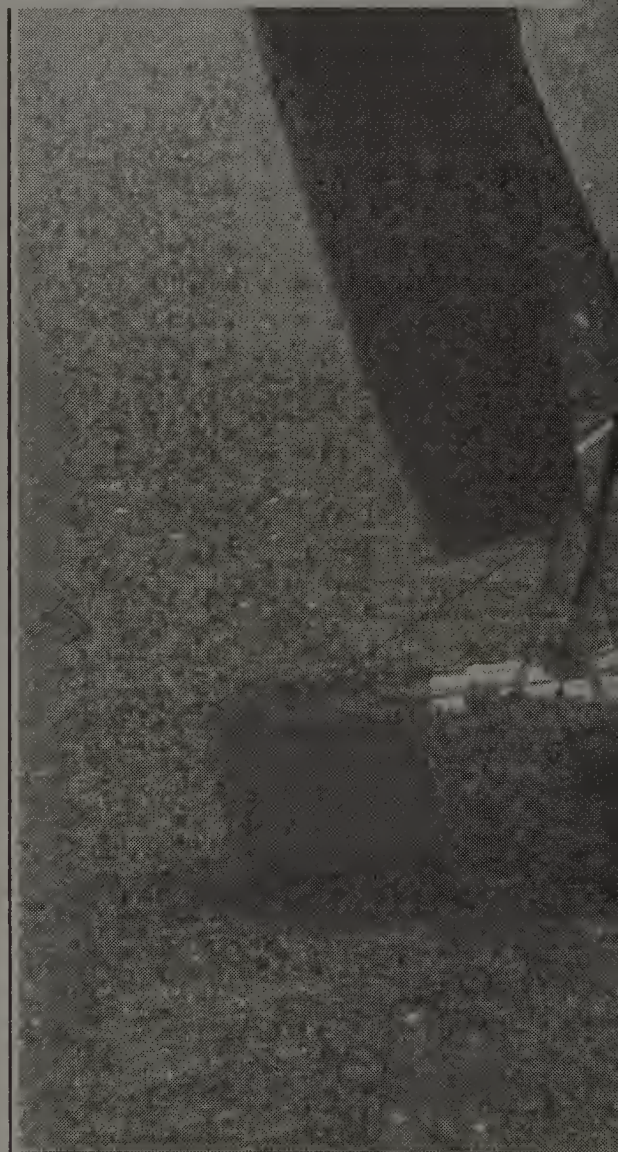
**May 16** — At 1700 the Coast Guard received a report of a U. S.

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## catnip cup

boats got to tie to the docks, allowing everyone to tour all the different boats. The variety was staggering, from small production cats to larger custom cats.

The sail home the next day was a thing of exquisite beauty. Imagine sailing DDW out the Mare Island Strait into San Pablo Bay, then carrying a genniker all the way





## — cont'd

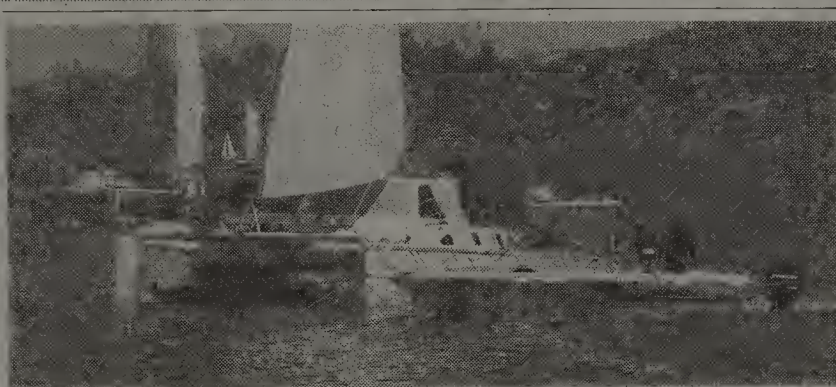
to Belvedere Point. Life doesn't get much better.

Under the complicated Catnip Cup rating formula and Deed of Gift, we're happy to report that everyone who participated came away a winner, no matter where they finished. How's that for a handicap system that works!

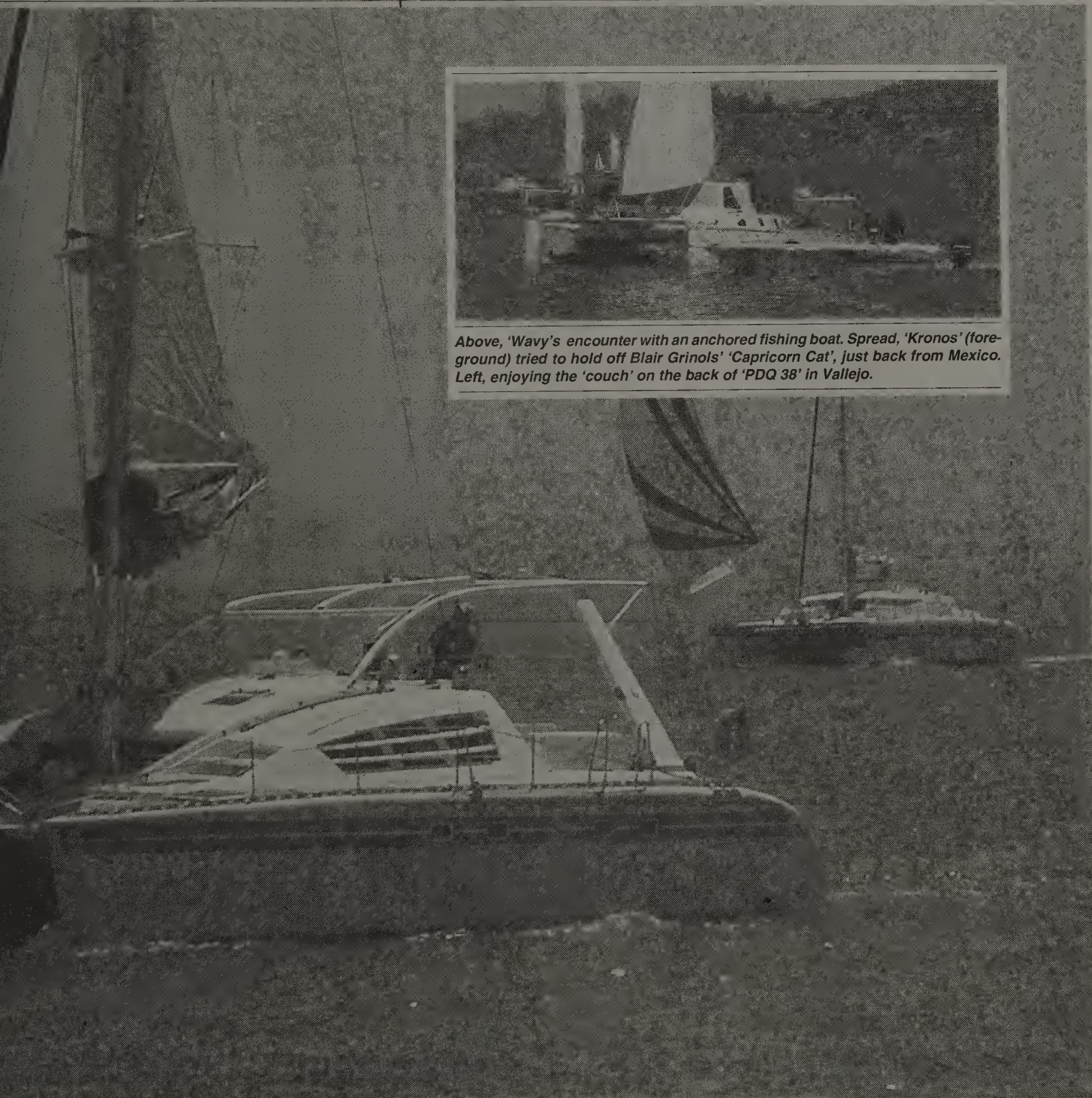
## coast watch — cont'd

Park Ranger in need of assistance on Alcatraz Island. It was reported that two men on a tour of the Island were assaulting a Park Ranger. The Coast Guard delivered two Park Police Officers and four armed Coast Guardsmen to the island to assist the Ranger. The team found the intoxicated suspects causing a disturbance. Both subjects were immediately taken into custody by the team and transported via Coast Guard boat back to Pier 41. The Park police arrested both subjects for

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*Above, 'Wavy's' encounter with an anchored fishing boat. Spread, 'Kronos' (foreground) tried to hold off Blair Grinols' 'Capricorn Cat', just back from Mexico. Left, enjoying the 'couch' on the back of 'PDQ 38' in Vallejo.*





# SIGHTINGS

## coast watch — cont'd

public intoxication.

**May 18** — During a midnight patrol of the Oakland Estuary, a Station San Francisco rigid hull inflatable boat noticed a 36-foot pleasure boat underway with no lights showing. The vessel was stopped and boarded. During the course of the boarding, the operator seemed to be disoriented and exhibiting other signs that he might be under the influence of alcohol. Several empty alcoholic beverage containers were also noted throughout the boat. The boarding officer administered the seven tests in the Coast Guard Field Sobriety Afloat Test Battery. The operator failed all seven. The operator was then administered the alcohol sensor breath analyzer chemical test as per Coast Guard Policy. The legal alcohol concentration or BAC, is .08 percent alcohol to blood ra-

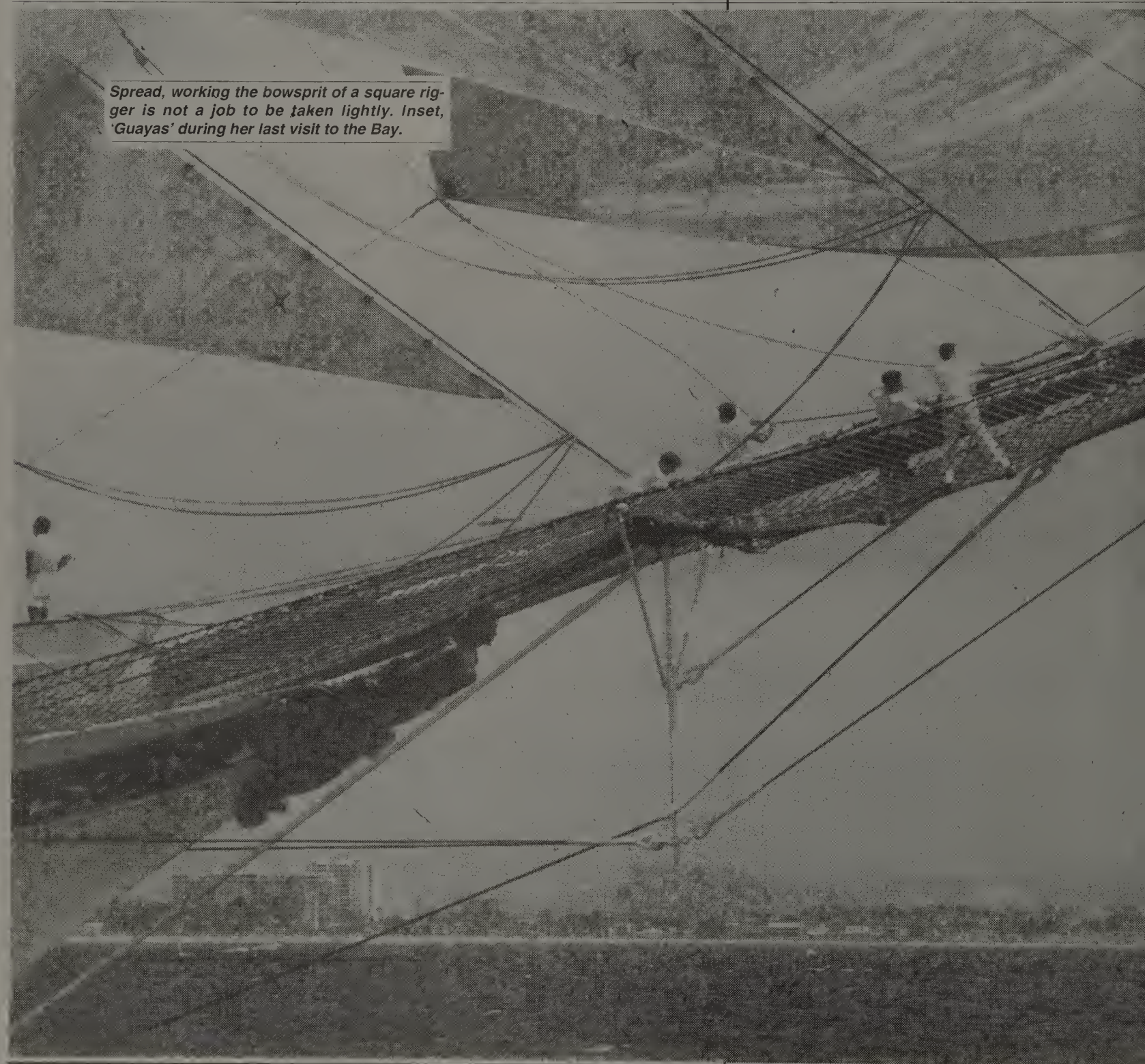
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## ecuador's *guayas* kicks

When the 257-ft barque *Guayas* sails beneath the Golden Gate July 29, her arrival will mark the official beginning of a 13-week series of tall ship activities dubbed 'Sail San Francisco! 2002.'

As we've explained in recent issues, the centerpiece of these events is a six-day tall ship festival, August 28-September 2 (spanning Labor Day weekend), where ships will be open for public viewing along the San Francisco Cityfront. Due to other long-scheduled commitments, however, *Guayas* is unable to be here at that time,

*Spread, working the bowsprit of a square rigger is not a job to be taken lightly. Inset, 'Guayas' during her last visit to the Bay.*





## off summer sailfest

but apparently her captain didn't want to miss the fun entirely, so he agreed to pay the Bay a visit late this month.

Yeah, we know, the 29th is a Monday, but we urge you do take the afternoon off, hop on your boat and join the San Francisco fireboats in ushering in this remarkable globe-trotting vessel. Operated as a sail training ship by the Ecuadorian Navy, we'd bet her yardarms will be manned by young cadets as she approaches the Cityfront. And they will, no

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## coast watch — cont'd

tio. The Operator of this vessel had a blood alcohol content of .162 percent, or twice the legal limit of alcohol in his blood. As per Coast Guard Policy, the operator was released to the custody of his wife, who was onboard. She also assumed control of the vessel and took it back to its moorings. This operator was not turned over to the local police in this case. The intent of the Coast Guard BUI policy is not to necessarily seek charges for BUI violations, but simply to get the intoxicated boater off the water before an accident occurs. If the local police wish to prosecute the case, we do turn over violators to them.

**June 2** — While conducting an administrative inspection boarding of a 45-foot sailing vessel, the boarding officer noted a strong smell of alcohol on the breath of the operator. The operator was also slurring his speech. The boarding team conducted field sobriety tests on the operator. This operator also failed all seven tests. The breath analyzer test revealed him to have a blood alcohol content was .188 percent, well over twice the legal limit of .08 percent. The operator was detained for transfer to the Alameda Police Department. When he was frisked, the boarding team discovered a bag containing marijuana and a pipe with marijuana residue in it. The operator was turned over to Alameda Police for BUI and simple possession.

The overall theme of the U.S. Coast Guard is, and always has been, safety at sea. We are charged with the protection of life and property on the water, and whether that protection is from criminal activity, unsafe boating, or from the sea itself, the U. S. Coast Guard is always there, always ready — *Semper Paratus*.

## whales of tales

There were a couple of interesting — and very different — encounters with whales recently. Check these out, and keep your eyes open when you're sailing offshore!

- George McKay was the only singlehanded entry in this year's Coastal Cup race, which started off Baker Beach on June 15. Everything was going well through the afternoon aboard the little Moore 24 *Cookie Jar*, and George was enjoying long surfs with the kite up and wind in the 20-25 knot range. The GPS was showing 11s and 12s on the fun meter and McKay's face was beginning to hurt from so much grinning. About dinnertime, *Cookie Jar* was about 20 miles off Pigeon Point and accelerating down another wave when George spotted three orcas a couple of waves ahead.

"I drove down deep to pass astern of the third whale," he said. "I watched the three clear to starboard (they were west-bound), when a fourth popped up right in front of me." There was no way to avoid it.

"We went from 12 to zero instantly!" he said. "The stern rose up and we did a beautiful pirouette ending in a nasty broach. As I was looking straight down on this beautiful behemoth, I got a great look at the white on his side.

"I landed hard on the bulkhead and ripped out my tiller extension. It took about 20 minutes to get the chute snuffed and check for water entry. No water was coming in, but I didn't know if the boat was damaged so decided to head for Santa

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# SIGHTINGS

## whale tales — cont'd

Cruz. I unfurled the 120% and winged it out. The whole way in, I was imagining all sorts of terrible scenarios — and every shadow in the water made me twitch — but we made it safely into Santa Cruz at 10:15 p.m.

"I can't find any significant damage to the boat, just a few scrapes. My chiropractor fixed me up on Monday, and I told him if he did whales, he had another eight-ton patient currently somewhere westbound!"

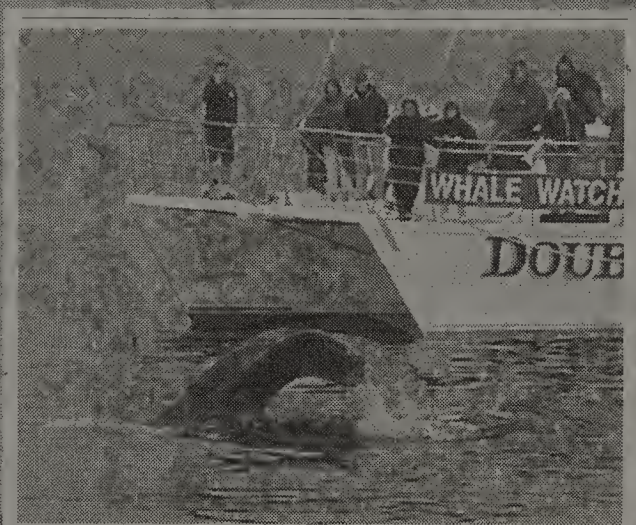
- The second whale encounter happened on May 5, the Santa Bar-

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## guayas

doubt, be decked out in their dress whites, giving the traditional salute to the port.

During her stay at San Francisco's Pier 45 (July 29-August 2) *Guayas* will be open for public viewing, and judging by past events, she will probably host a few dockside soirées too, complete with infectious Latin music and dance. Call the Sail San Francisco office at (415) 447-9822 or



Above, 'Double Dolphin's' unscheduled whale-watching cruise made her late for supper. Below, watching frolicking orcas in the Sea of Cortez.





## arrival — cont'd

(415) 522-9903 for the *Guayas'* exact time of arrival.

In next month's *Latitude* we'll give you a complete preview of the main event, which 50 traditionally-rigged schooners and square-riggers are expected to attend. In the meantime, mark your calendars for the spectacular Sail San Francisco! 2002.



## whale tales — cont'd

bara Sailing Center's 50-ft catamaran *Double Dolphin* was on the way back from a fun day at Santa Cruz Island with two professors and a group of students when Jim Kearney spotted two humpback whales about 1/2 mile ahead. Captain Eric Blankfield turned off the engines and proceeded under sail to the spot. Everyone was on deck when the boat rendezvoused with the whales, which turned out to be a mature animal of 40 or 50 feet, and a 'youngster' of about 35 feet. The larger whale preferred to stay a ways away from *Double Dolphin*, but the younger one seemed like he couldn't get enough of this new novelty. "On one pass, it circled us on its side, its white underside facing the boat," says Jim. "It propelled itself with its left fluke while the right fluke swished through the air! It then swam under the boat — upside down — coming so close I was sure it was going to bump us. At one point, it surfaced a few feet from the back of the boat with its head high out of the water for several seconds (a behavior called 'spy hopping'), for a good look at these strange creatures aboard the craft.

All hopes of meeting the schedule for another sail that day soon evaporated as the playful humpback was too close to risk starting the engines again. "*Double Dolphin* finally had to radio the Sailing Center to tell them we'd be a little late because we had a humpback whale 'that won't go away!'" laughs Jim. When the animal finally surfaced a safe distance from the boat, the captain was able to start the engines and run for home.

## short sightings

**EL SEGUNDO** — When lifeguards boarded the 24-ft powerboat *Reel'N and Rock'N* off El Segundo on May 24, things looked grim. Blood found aboard matched that of owner Daniel Farinholt, a 42-year-old computer executive — but Farinholt was not aboard. Divers spent two days searching the bottom around where the boat was anchored a quarter mile offshore, but found no sign of Farinholt.

Meanwhile, authorities elsewhere were putting two and two together. Nine years ago, Farinholt was accused of child molestation in Contra Costa County, but avoided prosecution by convincing police he was terminally ill. Farinholt and his wife then moved to Southern California, where he was again accused of sexual assault against a minor. Farinholt was due to appear for a pre-trial hearing on May 23, the day before his boat was found. Authorities now believe the abandoned, bloodstained boat was an attempt to make his disappearance look like suicide or a boating accident, but that he is still alive and now on the run. "I hope they find this guy," said his now-estranged wife. "We all got snookered."

**SOLOMON ISLANDS** — Oceanographer Robert Ballard recently returned to the U.S. with evidence of what he believes may be John F. Kennedy's *PT-109*. The *109*, an 80-ft Elco patrol boat built primarily of plywood, was cut in half by a Japanese destroyer during night operations in Blackett Strait on August 2, 1943. Two crew were killed in the collision. Lt. Kennedy, only 26 at the time, and the remaining nine crew clung to the half of the boat that remained afloat until dawn, when they swam to a nearby island. They were rescued a week later.

Ballard, who gained fame in 1985 when he located the *Titanic* (he has since found other famous wrecks including *Lusitania* and *Bismark*) likened finding pieces of the *109* to a needle in a haystack. For one thing, the wood in the boat is long gone, so only relatively small metal things like the engines, torpedo tubes and so on are left. Next, the exact location of the wreck is not known. And third, the bottom of the ocean everywhere around the Solomons is littered with war wreckage. Nevertheless, in May Ballard's team located torpedo tubes in 1,200 feet of water of the type used by U.S. PT boats during the war. Kennedy's *109* was the only PT lost in that area, so the find looks "promising," but

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# SIGHTINGS

## a star is reborn

final confirmation will have to wait until Naval experts have a good look. By the way, JFK, once an avid sailor, would have turned 85 on May 29.

**OUT THERE** — According to Sebastian Junger's *The Perfect Storm*, oceanographers call them 'non-negotiable' waves — waves so big that there's nothing a boat or ship can do to avoid their destructive impact. Now a study at the Technical University of Berlin suggests that monster waves up to 120 feet could be responsible for many of the more than 200 ships and tankers that have gone missing in the world's oceans in the last 20 years. Replicating such conditions in a wave tank, researchers showed how they were capable of breaking a 600-ft ship in half.

**BREST, FRANCE** — Adding insult to injury, Olivier de Kersauson's  
continued on outside column of next sightings page

## last schumacher

Morpheus was the Greek god of dreams. A boat named for him and launched on May 15 in New Zealand represented the culmination of a lot of dreams — first and foremost for the San Francisco family of Jim and Debbie Gregory. And for new boatbuilder Davie Norris — this was his first boat — who recently opened his own shop in Christchurch after working for many years for Cookson.

*Morpheus*, a 52-footer, was also the last boat designed by the late Alameda Naval Architect Carl Schumacher. Jim and Carl

*With her sails trimmed perfectly and a steady hand on the helm, the Outbound 44 'Star Dancer' looked good coming and going.*





## boat launches

had been friends since college, and spent a lot of years sailing together. "He and Jim had so much fun designing this boat together," notes Debbie. Carl's widow Marilyn flew to New Zealand to break the bottle of champagne over the boat's bow.

With Carl present in spirit, and the sun breaking through overcast just as *Morpheus* was christened, it was a memorable event. The Gregorys (with sons Patrick, 11 and Chris, 13), will cruise the through the South Seas before returning to the Bay in August, 2003.

## a star is reborn

maxi-trimaran *Geronimo* was rammed and heavily damaged by an out of control race boat on June 9 — just a week after she was put back into the water after two months on the hard.

You may recall that in February, de Kersauson had started a round-the-world record attempt with the 110-footer, only to suffer steering failure off the coast of Africa and have to turn for home on the same day that Bruno Peyron and a crew of 12 aboard the maxi-cat *Orange* took off for the same record, which they eventually broke. Most of the eight weeks of yard time was used to design and execute extensive repairs to the steering system.

*Geronimo* was tied to the dock at the Moulin Blanc Marina in Brest when the incident occurred. A 32-ft Beneteau Figaro yacht (a 'sport boatish' shorthanded ocean racer) missed a tack and came straight into *Geronimo* at an estimated 20-25 knots. The impact shattered a large area of the outboard float extending 3 to 4 feet below the waterline. "The damage is what you might see if some moron in a 4X4 drove into the Formula One pit lane during a Grand Prix race and straight into a race car," was how an incensed de Kersauson put it.

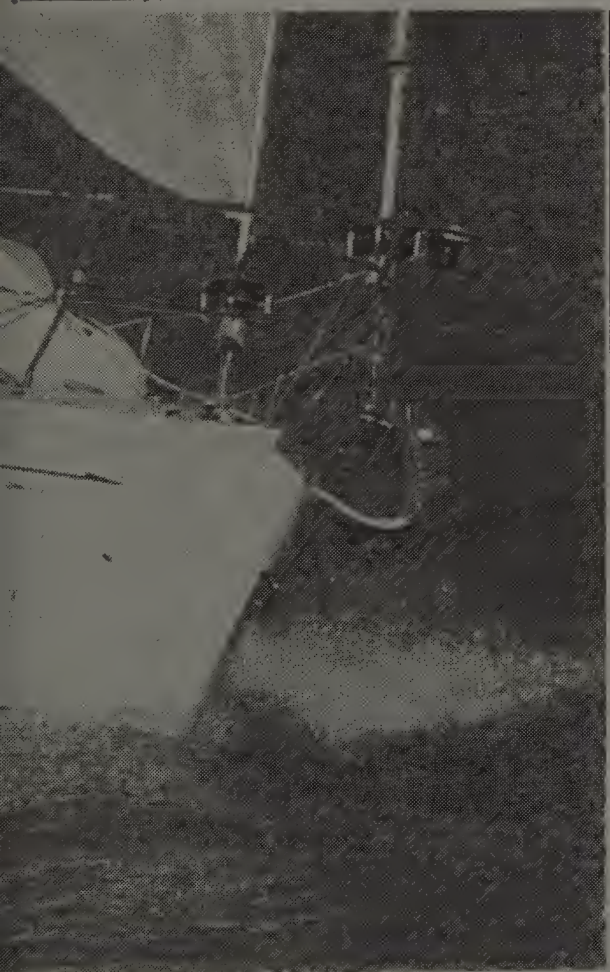
The accident will put de Kersauson's program back at least a couple of more months. Damage to the boat is so severe that it will have to be completely stripped of gear and braced before it can even be lifted out of the water for proper repairs.

Round the World record attempts usually do not launch during the Northern hemisphere summer, but de Kersauson was looking forward to tuning and training the boat in the coming months before another assault on the record this winter. Now, it seems, he'll spend most of the summer ashore, fuming and repairing.

**CARIBBEAN** — Scientists have determined that the disease that's killing elkhorn coral in the Caribbean comes from intestinal bacteria found in humans and other animals. On some reefs near Key West, the mortality of elkhorn coral has reached 95%. The disease, called 'white pox' has also been reported in the U.S. Virgin Islands and areas of Mexico and the Bahamas.

**SI RI CHA, THAILAND** — On May 14, International Marine Bureau authorities found the 2,890-ton tanker *Han Wei*, which had been missing since March 17 with 1,950 metric tons of gas oil aboard. A few days later, the crew of 11 Indonesians and two Taiwanese made landfall in one of the ship's boats, and gave their account of being boarded and set adrift by pirates. When Thai police boarded the vessel — which had been repainted yellow and blue (from the original black and white) and renamed *Pheaton* — she was unmanned. The replacement crew engaged by the pirates had fled. Almost all the oil was gone, too.

**SAN FRANCISCO** — *America True*, the syndicate founded by Dawn Riley to compete in the last America's Cup, is still around. But it has formally changed its focus to be 100 percent dedicated to youth sailing programs. *True*'s mission is now to bring the challenges, excitement, and accomplishments of sailing to disenfranchised youth. "We believe that sailing can teach youth valuable life lessons including confidence, independence, calculated risk-taking, and teamwork" says a press release. *True*'s "Tall Ships Semester at Sea for Girls" and "True Youth" programs provide long-term links to further education and vocational outlets. This year, *America True* launched the inaugural season of the True Youth Learn-to-Sail program at Lake Merced. Utilizing US Sailing's Sailing Smart course materials, this four-week instructional course will graduate 200+ inner city youth with boating safety, boat maintenance, and beginning sailing proficiency. *True* invites any interested sailors to learn more about the program, sign up to volunteer, or participate in upcoming fundraising events like the Chronicle Marathon on July 28 or the gala auction at Casa madrona on November 16. Call (415) 974-1018 or visit [www.americatrue.org](http://www.americatrue.org) for more information.



LATITUDE/RICHARD



# COASTAL CUP 2002

It's back! After stumbling a bit the last few years, Encinal YC's 12th annual Coastal Cup made a splendid comeback on June 15 when 39 boats took off from Baker Beach bound for Santa Catalina Island. The quantity and quality of the fleet was up dramatically from the last two Cups, with boats like *Magnitude* and *Medicine Man* adding credibility to the event. Though nowhere near the 89-boat turnout the Coastal Cup enjoyed in 1993, the uptick in participation — particularly in a Pacific Cup year — was noteworthy and gratifying.

Perhaps it was the lure of a 'new' race course, a tactically challenging 360-mile sprint to Arrow Point (a few miles past the West End of Catalina). Unlike the previous courses to Santa Barbara and Ventura, which are often boatspeed parades and/or survival contests, this course involves negotiating one's way through or around the Channel Islands — and the race is usually won or lost between there and Catalina. Older sailors remember this course fondly, as the Metropolitan YC of Oakland ran 14 sprints to the Isle of Romance before the race (and the club) imploded. Their Catalina Race, which attracted a remarkable 127 boats in 1987, essentially died in 1992 when EYC introduced their com-



Overall winner Mark Halman, skipper of the Hobie 33 'Sleeping Dragon'.

nificant other Jay Pyle, the Coastal Cup is back on track. Despite conditions rough enough to knock seven boats out of the race, everyone enjoyed the sail down the coast and the partying in Avalon afterwards. It was certainly a race of extremes, with too much wind down to the islands, and then not enough south of them — i.e., pretty normal for a race to Catalina.

About the only controversy we could scare up involved the new finishing procedure, which was either innovative or hokey, depending on who you talked with. In an unusual move for a race that aspires to be taken seriously, this year's fleet had

to finish themselves at a designated waypoint. The thinking was that it takes forever to sail down the lee of the island to Avalon (true), and that the finish line should be where there was at least a semblance of wind (true) — which apparently was in a place too deep for a committee boat to anchor.

To assist the fleet in taking their own times, each boat was given a mysterious little plastic clock with a pin to pull upon arrival at the virtual finish line — no matter that just jotting down the GPS universal time at the 'finish' provides the same information. "Okay, the clocks were largely ceremonial, and it still boils down



to an honor system," admitted Temming. "But we thought it added some fun to the race."

## Class A — Raven

There were two big winners in Class



A, Doug Baker's Andrews 68+ *Magnitude* and Mark and Anne Thomas' N/M 39 *Raven*. The former was first to finish and broke the course record, while the latter corrected out first in this large (eleven boats) and highly competitive class, as well as second overall.

*Magnitude*, fresh off breaking the Ensenada Race record, made it two in a row — her elapsed time was 32 hours, 52 minutes, and 41 seconds, easily beating *Sayonara's* 1995 time of 34 hours, 30 minutes over the same course. Joining Baker on the wet and wild ride were navigator Mike Elias, Keith Kilpatrick, Rambo Snyders, Mike Van Dyke, Fred O'Conner, Steve O'Daly, Michael Bradley, Chris Carson, Erik Fisher, Bones Fleishman, Billy Worthington and Mike Nash. Absent, and much missed, was boat captain Steve Dodd, who is still recovering after mangling his left hand when he flipped his off-road race car at 80 mph in competition last month.

The 'pucker factor' was fairly high throughout the trip, with Kilpatrick, Snyders and Elias handling the heaviest driving load. Some of the regular crew uncharacteristically declined their turn to drive, an indication of how crazy things got out there. "In retrospect, we kept the big kite up way too long," related Mike Nash. "The man upstairs took it down for us in a 30-knot puff/wave combo. After blowing it out we were still doing 18 with just the main and staysail! We



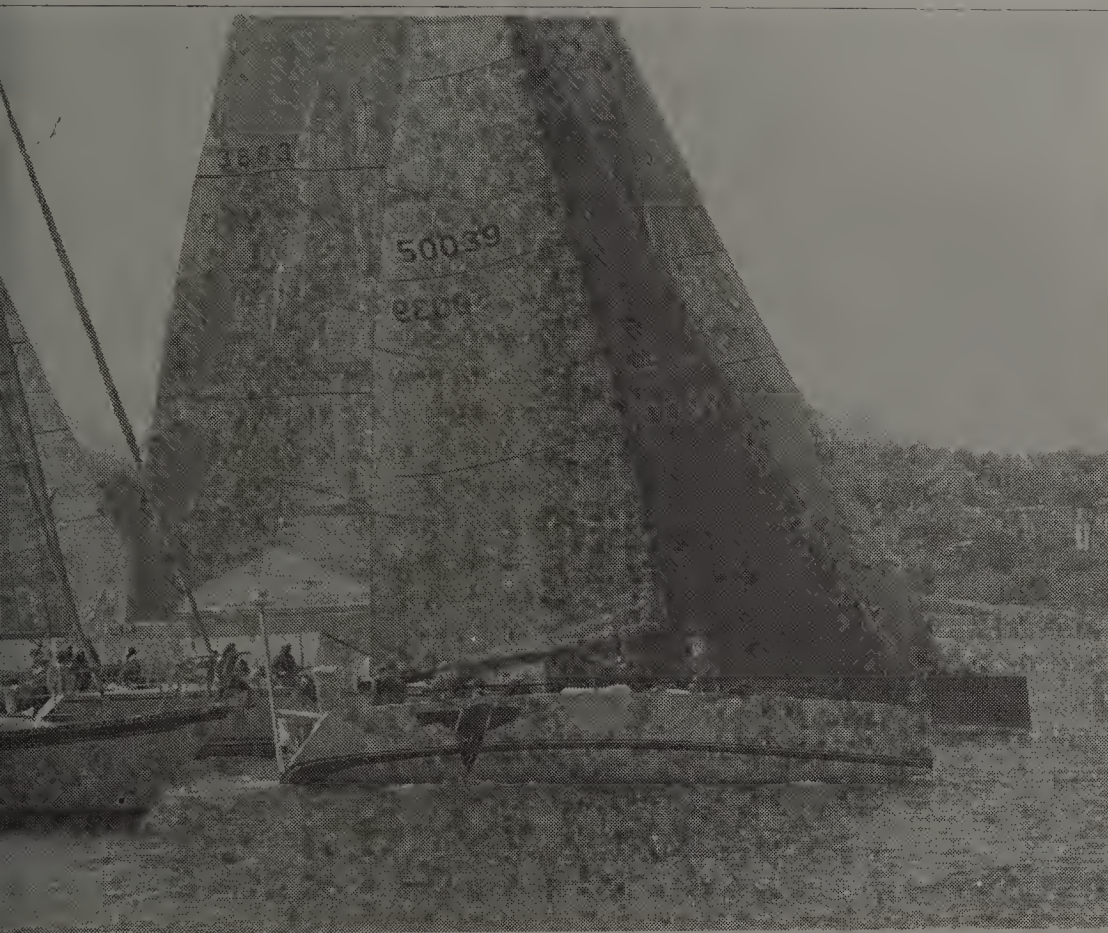
Above, 'Magnitude' leaves the Golden Gate at the start of her record run. Right, 'Silver Bullet', one of three SC 52s in the race.

peting Coastal Cup. MYCO ran the Catalina Race once more in 1995, a benefit for the new *Sayonara*.

Through the hard work of EYC Commodore Shirley Temming — who co-founded the race in 1992 — and her sig-



# — CATALINA REVISITED



ALL PHOTOS LATITUDEJR & ROB EXCEPT AS NOTED

**They're off! The N/M 39 'Raven' took the big boat start — and went on to correct out first in class and second in fleet.**

set a smaller kite, and promptly wiped out again before getting squared away."

*Magnitude's* top speed was 25.6 knots, and the highest wind speed they saw was 35. During one three-hour watch, they covered 56 miles! *Magnitude* went outside the big islands, going like a bat out of hell until running out of wind at 9 a.m. Sunday morning, just 60 miles shy of the finish line. They jibed their way to Arrow Point, leaving Santa Barbara Island to starboard, and finished in 13 knots of breeze. Despite the quick race, the 13-man crew still ran out of Silver Bullets (Coors Light), necessitating an emergency detour into the Isthmus for supplies before motoring home to Long Beach.

While *Magnitude* set the record, Mark and Anne Thomas' N/M 39 *Raven* won the class on corrected time. They sailed with five other crew (Peter Cameron, Torben and Judy Bentsen, Dave Liggett, and Mike Clarke), all of whom are experienced ocean racers and excellent drivers. "It was a smooth race for us — nothing broke, no real drama," said Mark. "We often had two people on the tiller, and took solid water over the deck a bunch of times — but in five years of owning the boat, we still have never rounded up or down. This makes up for my previous boat, a B-25, where we rounded up ev-

ery five minutes!"

*Raven* took the 'short course' — passing just seven miles off Pt. Sur; a 1 a.m. jibe into Pt. Conception; through the windy gap between Santa Cruz and Santa Rosa Islands at 1 p.m. (with *Cipango* and *Winnetou* in sight in front of them); and then a port jibe towards Catalina. "We finally ran out of wind four miles from the finish, and spent two hours chasing wind lines to get there," said Mark, who will leave *Raven* in SoCal



**'Falcon', a modified Wilderness 40 from San Diego, corrected out third in Division B.**

through the end of August.

*Raven* finished the course in 40 hours and 37 minutes, hitting a top speed of 17.5 knots and also seeing 35 knots of

breeze. Like many boats, they had the kite down from 1-5 a.m., deciding that discretion was the better part of valor.

Two of the boats in this class DNFed — the new Sydney 38 *Cool Man Cool* blew up their main and jib and retired to Morro Bay. *Warpath*, a San Diego-based SC 52, withdrew after finishing, turning themselves in for running their motor for three minutes while "in irons and becalmed." We never did find out what that was all about.

## Class B — Wired

As veterans of last year's pummeling, *Wired* owner Rob Weed and tactician Pete McCormick knew what to do when their Beheteau 40.7 'Beach Ball' started bouncing a little too hard. With winds hovering around 30 just after dark, the *Wired* gang — which also included Kevin Currier, Rob Huntingford, Jen Lucia, Weed's fearless 13-year-old stepdaughter Katie, and this reporter — downshifted to white sails after several wipeouts and hunkered down for the evening. Just two people were needed on deck at a time, while everyone else crawled into bunks.

"The 'jib on a stick' set-up wasn't that much slower, and we could sail where we wanted without crashing," explained McCormick. "You have to know your limits, and when to throttle back to save the gear." About 45 miles offshore, *Wired* jibed on a line for Pt. Conception and rehoisted the 1.5-ounce 'work horse' at first light. Jibing on a windshift about two miles after Conception, *Wired* cruised down 'Windy Lane' and shot between Santa Cruz and Santa Rosa islands around 5:30 p.m. It was breezy enough

in the slot that they broke their carbon fiber spinnaker pole on the headstay during a round-up, but that was quickly repaired and put back to use, albeit some three feet shorter.

This was Weed's last ocean race in the Beneteau, and North Sails Race Week will



# COASTAL CUP 2002

be his last buoy series. The boat is actively for sale now, as Weed and McCormick are stepping up to a Farr 40, which will also be named *Wired* (ex-Titan).

Steen Moller's sleek X-119 *X-Dream*, a veteran of several Pac Cups, finished second, followed by *Falcon*, a San Diego-based modified Wilderness 40. A trio of J/120s — *Chance*, *Twist* and *Convergence* — followed, all apparently plagued by blown-out asymmetrical spinnakers and the 'Pinocchio' boats' inherent inability to sail low with the 'jib on a stick' routine. *Convergence* suffered the worst damage — they cracked a bulkhead when their spritpole catapulted back into the boat when their 'snout line' broke.

The other Beach Ball in this class, the blue-hulled *Tout Suite*, 'deflated' and pulled into Santa Barbara with steering problems.

## Class C — Zuni Bear

We bumped into J/105 *Zuni Bear* crew Mark Reardon at St. Francis YC before the race. "Shawn and Rich (the owners) can't make it, so a few of us are delivering the boat down south for North Sails Race Week," he claimed. "We've got tons of food and beer and Myers's and OJ — wouldn't want to get scurvy out there! We're just going to relax and arrive in one piece."

Mike Kennedy, *Zuni's* skipper of record, Reardon, Ron Thornton and Ricky Matthews hardly dented their supply of adult beverages. Nor was much food consumed — the only way they had to cook was a propane barbecue pit hung off the stern pulpit, which was never used. "We had some hairy wipeouts, and Reardon actually put the barbecue pit underwater once," laughed Kennedy. "We tried to explain to him that it was for cooking the fish, not scooping them out of the ocean!"

The quartet flew down the coast, go-

ing outside all the islands, including kelp-infested Santa Barbara, before running out of wind 40 miles from the finish. They blew out an old .75-ounce spinaker, and reported top speeds of 18.3 knots with white sails and 20.3 with the kite. "Four is the right number of crew on a J/105 for this race," claimed Kennedy. "Any more just weighs you down, and crowds the boat too much."

*Luna*, the second J/105 to Catalina, sailed even leaner, going with just three crew — 66-year-old George Vare, son Mike Vare, and Jeff Mosely. Their intended fourth man, son Andy Vare, was called away with a family emergency just before the race. It must have been an exhausting trip, but they certainly didn't take their foot off the pedal — *Luna* hit a top speed of 21.3 knots, well above the legal speed limit for a 34-footer. "My dad said it reminded him of being in the military," said Andy. "Three months of waiting, followed by 24 hours of terror."

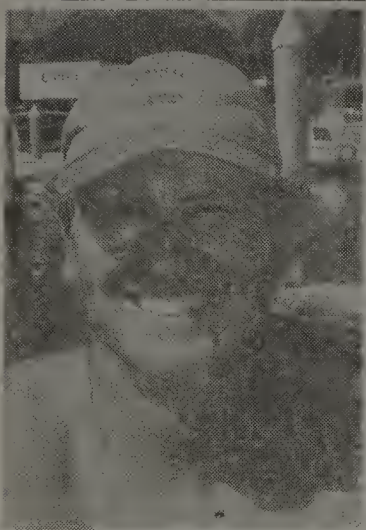
The hard luck story in this class — heck, the whole race — belongs to Steve Stroub's *Tiburon*, which was dismasted around 7 p.m. on Sunday night outside Santa Rosa Island. When disaster struck, her five-man crew was shaking out a reef as the wind had finally abated to 25 knots. "I think we must have weakened the mast earlier in the race," said Stroub, who figures *Tiburon* was leading the 105s when either their backstay broke or the top of the mast snapped. Within 15 minutes, the crew had cut away the mast, rigging and sails, letting the package sink in 2,000 feet — so no autopsy will ever reveal what exactly failed.

"It looked like a Whitbread video out



there!" marveled Stroub. "It must have been blowing in the 40s, maybe 50s, as the tops of the waves were being blown sideways." *Tiburon* motored to within a mile of Long Beach before running out of gas at 6:30 a.m. BoatUS, a nautical AAA service, brought the crew five gallons of very expensive gas, and *Tiburon* quickly found her way to a boatyard, and then onto a truck for Svendsen's. "I'm disappointed not to be able to do North

And the winners are . . . Doug Baker ('Magnitude'); Mark and Anne Thomas ('Raven'), Rob Weed ('Wired'), Mark Reardon and Mike Kennedy ('Zuni Bear'); Jason Crowson ('Exocet'); and Greg Byrne ('TakeOff'), pictured with mom Joan. All photos Latitude archives and EYC race committee.





# — CATALINA REVISITED



Surf's up! Rob Huntingford at the helm of the Beneteau 40.7 'Wired' on Sunday morning.

Sails Race Week," said Stroub, "but mainly glad everyone is okay."

## Class D — TakeOff

Greg Bryne's Laser 28 *TakeOff* romped on their peer group, finishing a very respectable third overall in the process. After dismasting in last year's nuclear Coastal Cup, it must have been a very satisfying win. Among Bryne's victims were a pair of veteran ocean racers, the Contessa 35 *La Diana* and the Ex-

press 37 *Eclipse*, which finished second and third respectively.

For their efforts, Byrne and his SoCal crew — hot driver Cliff Stagg, Doug Johnstone, and Eric Heim — earned four pickle dishes, the most of any boat this year. They took home first in class, third overall, first EYC boat (the Ed Milano Trophy, named after the race's other co-founder), and the MORA Trophy for top boat under 31 feet.

"We pushed really hard," claimed Stagg, who also owns a Laser 28 and brought some of his sails and all of the crew. "Everyone around dropped their kites at dinnertime, while we carried ours until 1 a.m. After I knocked the boat over for the third time, we went to white sails until morning — and still hit the new house record of 20.1 knots!"

*TakeOff* sailed all the way down the Santa

Barbara Channel, leaving Anacapa Island to starboard and then riding an offshore breeze down toward Catalina. "We wanted to split the islands (Santa Cruz and Santa Rosa), but got there too late in the day," explained Cliff. "We laughed about it being fire season, and gambled that the offshore breeze would be waiting for us at the end of the Channel." It was a winning strategy, as *TakeOff* finished just four minutes behind *Eclipse*, and way ahead of many much larger boats.

At the opposite end of the spectrum, the J/35 *Koinonia* bagged the race Saturday night, apparently finding themselves outside their comfort zone. They had already broken some gear (spinnaker halyard, preventer) when things worsened after dark. "The winds built rapidly to an estimated 50 knots, with 18-foot swells about 15 miles off Point Sur," emailed crew John Navas. "We set a course out to sea, turned the boat over to the autohelm, and huddled below while making 3+ knots under bare poles."

One poor crewman suffered from both sun poisoning and hypothermia, while another was also hypothermic. Battered and sleep-deprived, the *Koinonia* crew limped into Morro Bay on Sunday, where they traded war stories with *Cool Man Cool*.

## Class E — Sleeping Dragon

Mark Halman was thrilled to finally win the Coastal Cup in his ninth attempt, especially after being the bridesmaid three times previously (twice on his Express 27 *Salty Hotel*, and last year on his current boat, a Hobie 33). *Sleeping Dragon* was the perfect tool for the task, revelling in the typical 24-28 knot winds and 6-8 foot seas. "The bow doesn't dig into the waves like other boats," noted Halman, who sails under the Richmond YC burgee.

The rest of his veteran crew consisted of Bob Fricke (Halman's regular double-handed crew), Randy Lakos and Dan Nitake. "They're all great heavy air drivers," claimed Halman, who noted that the late sailmaker Wayne Kipp also sailed with them in spirit. "He taught me the basics of heavy air, downwind sailing back in 1989, when we came closest to winning overall. Well, we finally did it — thank you, Wayne!"

*Sleeping Dragon* didn't merely "do it", they obliterated the fleet, finishing the race in a remarkable 43 hours and 24 minutes. "We took an outside course, then jibed to go down the Santa Barbara Channel," explained Halman, who ironi-





# COASTAL CUP 2002

cally got his first speeding ticket (cars, not boats) in 18 years shortly after returning home from the race. "But the wind veered about then, putting us on a course just south of San Miguel Island. The wind got progressively lighter as we neared the finish line, but we really only parked once." *Sleeping Dragon* corrected out overall a whopping three hours ahead of runner-up *Raven*, and over five hours ahead of the next sportboat, Jason Crowson's Express 27 *Exocet*.

Despite snapping two "twigs" (spinnaker poles), the latter boat topped five other Carl Schumacher designs in the race (three Express 27s, *Eclipse*, and *Enigma*) to be the first recipient of a new trophy honoring the late, great Alameda yacht designer. "It's a damn small boat in 30 knots, 10-foot seas, no moon, and a spinnaker up," claimed *Exocet* crew Lance Purdy. "I actually thought I might find a watery grave, especially since I discovered that our skipper Jason loses all sanity when the wind and waves come up. But it was fun to watch the sun come up and realize we were surrounded by much bigger boats that took their chutes down while we foolishly left ours up. I might even do it again!"

The Stockton-based Express 27 *Hurricane* was the last boat in the fleet to finish, drifting in at lunchtime on Tuesday after 73 hours and 23 minutes. Far from being discouraged, owner Russ Rieber claimed to have enjoyed the race immensely. "Hey, we still beat seven boats!" he said, with a smile.

Two of the boats *Hurricane* beat were fellow sportboats. The Moore 24 *Cookie Jar*, which owner George 'Ahab' McKay was singlehanding, plowed into a whale the first afternoon and retreated to Santa Cruz (see *Sightings*). The other casualty was the Henderson 30 *Fast Twitch*,

*Below, south of Point Arguello there was lots of junk in the water. Right, the J/105 'Tiburon' took a lickin' and stopped tickin'.*



Coastal Cup Results								
Cl	Fl	Boat Name	Design	Skipper	PCR	Elapsed	Corrected	Yacht Club
<b>CLASS A</b>								
1	2	<i>Raven</i>	N/M 39	Mark Thomas	31	40:37:32	37:31:32	Richmond
2	4	<i>Winnetou</i>	SC 52	Martin Brauns	-8	37:50:43	38:38:43	San Francisco
3	6	<i>Quantum</i>	Andrews 56	Udo Gietl	-25	37:37:02	40:07:02	Channel Island
4	11	<i>Cipango</i>	Andrews 56	Rob & Bob Barton	-22	40:47:53	42:59:52	Golden Gate
5	18	<i>Medicine Man</i>	Andrews 62	Bob Lane	-99	34:08:21	44:02:21	Long Beach
6	19	<i>Magnitude</i>	Andrews 68	Doug Baker	-114	32:52:41	44:16:41	Long Beach
7	25	<i>Copernicus</i>	Sydney 38	Michael Kennedy	27	50:04:39	47:22:39	Chicago
8	28	<i>Silver Bullet</i>	SC 52	Mark Jones	-13	48:00:22	49:18:22	None
9	30	<i>Zamazaan</i>	Farr 52	Chuck Weghorn	27	58:04:13	55:22:13	St. Francis
-	-	<i>Cool Man Cool</i>	Sydney 38	Dave Tomlinson	33	DNF	DNF	None
-	-	<i>Warpath</i>	SC 52	Fred Howe	-8	RAF	RAF	San Diego
<b>CLASS B</b>								
1	13	<i>Wired</i>	Ben. 40.7	Rob Weed	67	49:51:49	43:09:49	Tiburon
2	21	<i>X-Dream</i>	X-119	Steen Moller	75	53:16:22	45:46:22	SSS
3	22	<i>Falcon</i>	Wilderness 40	P. & M. Hemond	85	64:47:00	48:17:00	Southwestern
4	23	<i>Chance</i>	J/120	Barry Lewis	65	52:52:38	46:22:38	SSS
5	24	<i>Twist</i>	J/120	Timo Bruck	65	53:15:17	46:45:17	Encinal
6	26	<i>Convergence</i>	J/120	Jeff Winkelhake	65	53:58:16	47:28:16	Encinal
-	-	<i>Tout Suite</i>	Ben. 40.7	Tim Merrill	67	DNF	DNF	Benicia
<b>CLASS C</b>								
1	10	<i>Zuni Bear</i>	J/105	Mike Kennedy	97	52:14:42	42:32:42	St. Francis
2	14	<i>Luna</i>	J/105	George Vare	97	52:55:03	43:13:03	San Francisco
3	15	<i>Horse-Play</i>	J/105	Richard Parker	97	53:17:46	43:35:46	Ballena Bay
4	16	<i>Walloping Swede</i>	J/105	Tom Kassberg	97	53:29:58	43:47:58	South Beach
5	17	<i>Hazardous Waste</i>	J/105	Sack/Cihak/Youngling	97	55:16:39	45:34:39	St. Francis
-	-	<i>Tiburon</i>	J/105	Steve Stroub	97	DNF	DNF	San Francisco
<b>CLASS D</b>								
1	3	<i>TakeOff</i>	Laser 28	J. & G. Byrne	146	52:30:57	37:54:57	Encinal
2	8	<i>La Diana</i>	Conlessa 35	Fred Huffman	138	54:23:18	40:35:18	None
3	12	<i>Eclipse</i>	Express 37	Mark Dowdy	93	52:28:03	43:08:03	San Francisco
4	27	<i>Enigma</i>	Cape 30 mod.	Robert Hultman	154	63:59:53	48:35:53	Encinal
5	29	<i>Fever</i>	J/35	Jaime Quevedo	96	63:43:23	54:07:23	None
-	-	<i>Kolnoria</i>	J/35	James Gaul	96	DNF	DNF	SSS
<b>CLASS E</b>								
1	1	<i>Sleeping Dragon</i>	Hobie 33	Mark Halman	90	43:24:30	34:24:30	Richmond
2	5	<i>Exocet</i>	Express 27	Jason Crowson	129	52:53:01	39:59:01	Richmond
3	7	<i>Salty Hotel</i>	Express 27	David Rasmussen	129	53:04:06	40:10:06	Richmond
4	9	<i>Run Wild</i>	Olson 30	Dave Scoggin	105	51:58:06	41:28:06	SSS
5	20	<i>True Grits</i>	Express 27	Jay Montgomery	129	67:44:13	44:50:13	Encinal
6	31	<i>Hurricane</i>	Express 27	Russ Rieber	129	73:23:39	60:29:39	Stockton SC
-	-	<i>Cookie Jar</i>	Moore 24	George McKay	158	DNF	DNF	Richmond
-	-	<i>Fast Twitch</i>	Henderson 30	Evan Rasmussen	45	DNF	DNF	Silver Gate
<b>CLASS F</b>								
-	-	<i>Gatita</i>	Catalina 38	Som Sikdar	149	DNF	DNF	None

which blew up a bunch of stuff — including two spinnakers and their headfoil — just a few hours into the race. They, too, went into Santa Cruz.

## Division F — *Gatita*

Som Sikdar's Catalina 38 *Gatita*, the sole entry in the cruising class, must have felt pretty lonely as they set out from a private start at Baker Beach on Friday, a day before the rest of the fleet. "Even though it was just one boat, we decided to give them a proper start anyway," said Temming.

With victory assured, all the *Gatita* gang had to do was finish — a goal which ended abruptly when they cracked their boom in a small round-down at 3 a.m. Friday night. "We had seen gusts to 45, and were running under just main and furled jib," said Sikdar. "Within a minute of cracking the boom, it broke cleanly in two, so we headed to Morro Bay for repairs. The weather forecast called for



ONNE BROEK



# — CATALINA REVISITED

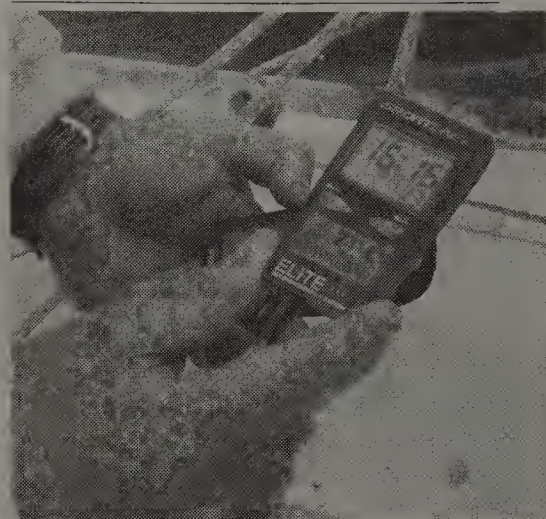
more of the same, and not feeling comfortable rounding Pt. Conception with a jury-rig, we decided to abandon the race."

Between the eight DNFs and the boats that buttonhooked around the finish line and motored to the mainland, only about two-thirds of the fleet made it to Avalon after the race. "The harbor-master was very accommodating, and got everyone mooring balls in the inner harbor," claimed Temming. Those who stayed were treated to two nice parties — Tuesday night cocktails at the exclusive Catalina Island YC, and the awards ceremony at the Riviera Room on Wednesday night.

The mood was upbeat after the race, and chances are the Coastal Cup will return to Catalina in 2003 — but that's what the race committee said about Ventura last year, so you never know. We figure that making the finish line mobile — switching the destination every few years — is actually a great way to



Above, 13-year-old Katie Landeros ("Wired") was the youngest Coastal Cupper. Right, the mysterious finishing device.



keep the Coastal Cup fresh and interesting.

We'd also expect to see a few more safety requirements written into the rules next year. With the race now a fixture in mid-June (due to its dual capacity as a feeder to the Long Beach regattas), racers can generally expect to encounter the kind of winds seen the last two years. "It's serious stuff out there," said Temming, who hinted that mandatory

EPIRBs and pre-race inspections are just around the corner, and possibly even crew resumés to insure that each boat has enough ocean experience to deal with the conditions.

"The Coastal Cup is fighting back, and we're open to suggestions on how to improve it," said Temming. "We're primed for a sponsor next year, and things will only keep getting better."

— latitude/rkm



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# THE DUMBEST THING

Sailors the world over are careful to guard their reputations as capable mariners. But before attaining the respect of their peers out on the water, most of them undoubtedly endure a long — and sometimes painful — learning process. For many of us, in fact, the road to nautical competency is paved with a series of minor mishaps and perhaps even an epic screw-up or two.

Nevertheless, it's our contention that there's a lesson learned with every snafu, and the bigger the blunder, the less likely you are to repeat it. With that in mind we thought it would be fun to hear about some of the memorable screw-ups our readers have made over the years. So we solicited anecdotes on "the dumbest thing I ever did while sailing" in both our *Sightings* section and on our *Latitude* website. The outreach yielded a mountain of confessions that are both entertaining and instructive.

Before we share those reader submissions, though, let us clarify that we here at *Latitude* have certainly not been immune to creating mindless mishaps of our own. The most memorable was when the Wanderer himself sailed into a back eddy which slammed the bow of his Ocean 71 *Big O* into a decidedly unforgiving bridge abutment on the Carquinez Bridge during a mid-'90s Midnight Moonlight Race. To say that he — and the rest of the crew — learned a valuable lesson would be an understatement.

With that, we'll share some of our readers' classic slip-ups. Hopefully we can all learn a thing or two from the misery and humiliation of our fellow sailors.

## Buoy Bashing

Back in the mid '70s we were practicing in S.F. Bay on my Bob Smith-designed quarter-tonner *Hippoposterous*. We were running down the Bay with the kite up in lots of wind, getting ready to do a practice rounding at good old Harding Rock buoy. As we approached our mark, up went the jib, down came the chute, and I began my turn toward the mark. With the spinnaker pole still

and dropped the whole mess into the Bay.

— Warren Sankey  
Rowena, Confetti & Drummer

## Wayne's World

From October '97 through September '98 I singlehanded my cold-molded S&S 47 *Moonduster* from San Francisco Bay through Mexico, Hawaii and the Pacific Northwest back to the bay.

Although I learned a few tricks about solo passage-making and the problems of using an SSB and autopilot at the same time (can you spell roundup) the dumbest thing I ever did was put up a spinnaker while making breakfast surrounded by fishing boats in a narrow channel in Alaska, just a mile from a place called Windy Pass. Stupid, stupid, stupid.

— Wayne Meretsky  
*Moonduster, S&S 47*

## Testing Her Might

Actually, the dumbest thing I've ever done was hitting the Greenhithe Bridge in New Zealand with *Mahina Tiare's* mast (an event duly chronicled in my book *Mahina Tiare, Pacific Passages*). But the following incident had the most witnesses so was probably the most embarrassing.

During my first trip on the 65-ft sail training vessel *Alaska Eagle*, we experienced the notoriously swift currents along the Inside Passage to Alaska. While the captain was quickly and capably backing off a dock at Minstrel Island, the current was pushing us back against it.

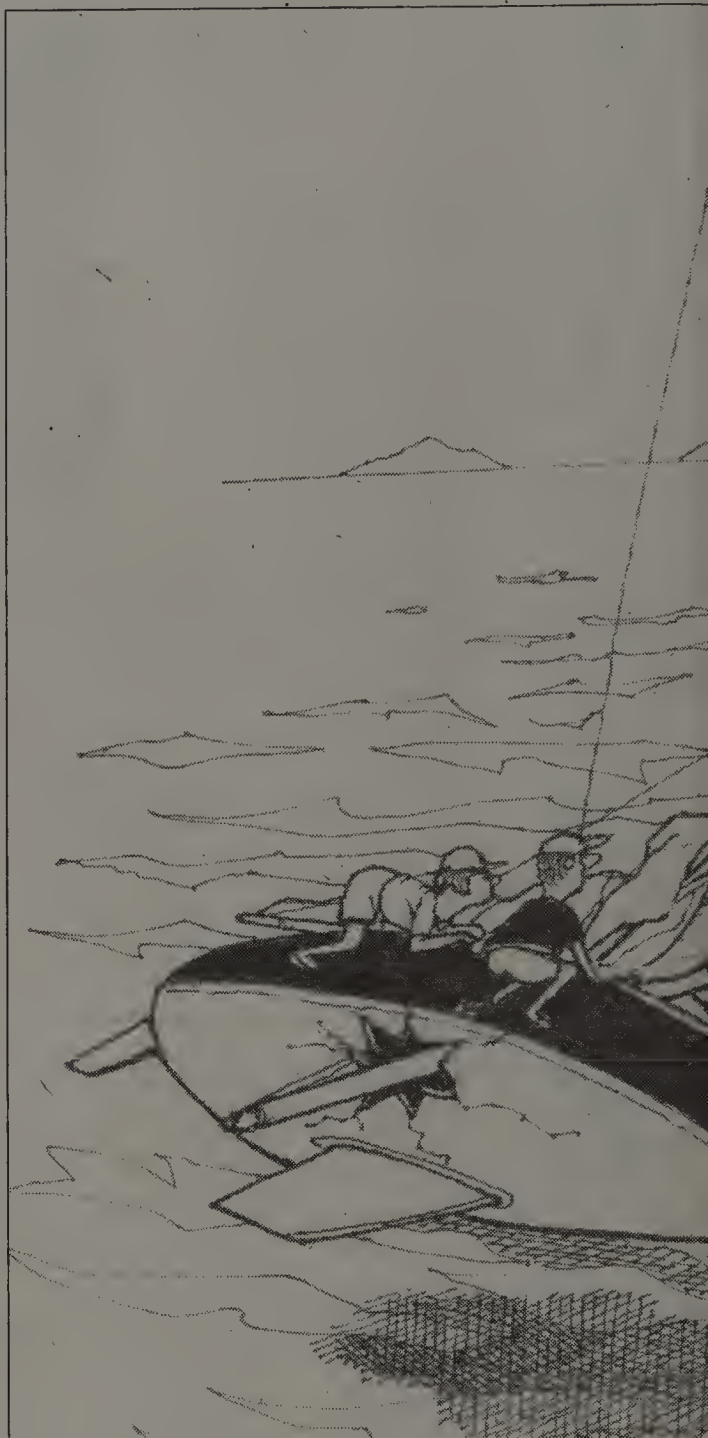
Leaping over the high freeboard, I landed on the short dock and started

shouts of my 10 crewmembers. Reaching the end of the dock with lots of momentum, there was no way to stop myself from going over the edge, so in a split-second decision, I grabbed A.E.'s upper lifeline. I'll never forget the mortified feeling of dangling from it, while hanging over the side.

Luckily I was quickly lifted back aboard and the only thing injured was my pride.

Up until that point I had only cruised on much smaller, lighter boats with lower freeboard. As soon as I tried pushing the *Eagle* I felt the absurdity of the endeavor and quickly learned respect for the immense difference in forces on a larger, heavier vessel.

— Barbara Marrett  
Friday Harbor



*"I managed to spear the buoy with the spinnaker pole, which then exploded the rig and dropped the whole mess into the Bay."*

up and protruding off my port beam, I managed to spear the buoy with the spinnaker pole, which then exploded the rig

running alongside. I was so intent on pushing the 80,000 lb-displacement boat away from the dock, that I ignored the



# — I EVER DID WHILE SAILING



## A Lawyer's Comeuppance

In the late '60s or early '70s, a young lawyer on my dock decided to get married on his sailboat in the harbor and have the reception both on board and on the dock. A couple hundred people attended, constantly coming and going.

One evening after work a couple weeks later (following a honeymoon elsewhere) the lawyer — who was rather clueless, but nice enough, as lawyers go — asked me if I'd come aboard so he could hand the head up to me through the forehatch. Yup, the wedding guests had clogged the thing up and he was going to get it repaired.

I said sure, and straddled the forehatch to receive the closed head; the lawyer was handing it up from below, still dressed in his three-piece pinstripes. The

head, we soon realized, was just a little too big to fit through the hatch straight up and down. "No problem, it'll go," I said. "All we have to do is tip it." Too horrified to speak, the lawyer said nothing as I turned the thing on its side. All of a sudden I had the toilet's entire weight. The lawyer had vanished — and promptly re-

appeared flying out the companionway and over the stern into the harbor. The silly bastard hadn't told me the head was

full!

I'm kind of proud of that, though. How many folks can say they've literally dumped a full load of crap all over a lawyer?

— Brooks Townes  
formerly of Sausalito

## Father Knows Best

One of the first things I learned from my dad was that in times of panic you should let go of the mainsheet and tiller and your sailboat will head up to park herself while you collect your wits.

During my teens I was enjoying the freedom of escaping to Long Island Sound in a borrowed Sunfish on a summer vacation. Sailing downwind in light breezes a half mile offshore, I had the daggerboard on the deck, when a swell tipped the boat the board slid off. I hesitated a split-second while imagining my options. I didn't think I could sail upwind to the board without it in its trunk so I dove off to retrieve it knowing my boat would park herself and wait for me, right?

With the daggerboard in hand, I turned to swim for the boat and was horrified to see it sailing merrily away — it had no board for the sail to pivot around, which would have allowed it to park! Luckily, an adrenaline-fueled swim reunited me with my ride. Ever since, I have always been sure to wear flotation.

— Ken Brandt  
near Graton

## On the Rocks or Blended?

The dumb thing that happens to me regularly on a boat is that someone asks me to pour cocktails. . .

— Michelle Slade  
San Francisco

## An Overboard Reaction

I've done all of the normal dumb things — running aground, dragging anchor, etc. — but the dumbest probably came during a 505 regatta off the Cityfront in about 1980. Sally and I did poorly, and on the way back after the finish she was giving me a particularly

*"With the daggerboard in hand, I turned to swim for the boat and was horrified to see it sailing merrily away."*

hard time for some no-doubt less-than-spectacular tactical call. I got fed up, picked her up and dropped her into the



# THE DUMBEST THING

water. The rest of the fleet gave us a wide berth as they sailed back to the St. Francis YC as I circled Sally. After retrieving her, it took a couple of days until she spoke to me again, and 20 years until she agreed to get married. As it hap-



COURTESY USCG

pens, we get along great on boats now.  
— Stan Honey  
Illusion, Cal 40

## A Watery Critique

There have been lots of dumb moments such as losing the 505 North Americans on the last run of the last race by not noticing a starboard tackler still beating upwind under the skirt of the spinnaker (no 720 rule) or, when I was 10, trying to pull a spinnaker in under the lifelines on my dad's 45-footer — we lost the spinnaker and I'll never forget my dad's words.

But the dumbest was not curbing my own tongue after a 505 race on the Cityfront with Stan. We had done something less than perfect (I forget what, of course) and I was letting him know unnecessarily. He suddenly picked me up from the back of the boat and tossed me over the side. There was an unusual lack of banter from the boats that finished behind us as they swerved wide to give us plenty of room.

Once I caught my breath, as I floated astern in my wetsuit and lifejacket, I realized if we were going to continue to sail together I needed to treat him better. I guess I have, because we have enjoyed sailing together tremendously in the years since. Not that it has always been perfect, but we both realize that we need to swallow our pride, not look for scapegoats, and understand the other is giving his or her best at all times.

— Sally Lindsay Honey  
Illusion, Cal 40

## Big Lights, Big Fears

I was on watch at 3 a.m. and we were about 2,600 miles away from our intended landfall at the Marquesas Islands. The boat was a 53-ft one-off French design and there were four of us on board: the Belgian owner, a couple from Northern England and me. Steve, the Brit, was our defacto skipper. He'd gone to bed about five hours earlier and I was on watch alone.

After a while, I observed a light that kept getting bigger and bigger. I watched it for some time, then went down below decks. When I came up again it was still there and it had grown bigger. I thought the boat was approaching pretty fast. It didn't look like a ship, but a sailboat. We were in a rally with 30 other boats, so it could have been someone we knew. It kept getting closer and closer.

We were sailing under spinnaker with about 20 knots of wind, moving along nicely but not really in a position to change course very easily. I started getting worried, and decided to wake Steve. He was pretty groggy, but I said, "Steve, come up quick, I think we're on a collision course with another sailboat."

He sat up in his bunk, and said "Are you sure?"

"I'm pretty sure, but come quick, it's close!"

Steve got up, threw some shorts on and came on deck. He blinked his eyes, got used to the night, and looked around, 360 degrees. Then he started to laugh: "It's only the moon, ya silly duff. . . I'm off to bed."

— Su Brodsky  
Colorado/Marin

## A Poorly-Placed Island

After a tough day at work, the sailing staff here at the BVI's Bitter End Yacht Club decided to take our Express 37, *Cosmic Warlord* out for a sunset booze cruise. Tony Edwards took the helm for most of the ride, demonstrating why (at that time) he was the head of

our world-class sailing school.

After about 45 minutes of fun (and many frosty Heinekens), I asked Tony if I could take the helm. No problem. We cruised out into Eustatia Sound, tacked and headed back into the North Sound. Along the way, I decide to buzz Saba Rock. Suddenly, out of the blue, the

*He slipped right off the bow, with the boat hook still attached to the buoy.*

dreaded Saba-rock-reef-fish jumped in front of the boat and slammed into my keel, forcing us to a jarring halt in front of the island and in arms reach of the bar. Damn those crazy reef fish. The moral of this story: Bosses should let the experts drive. (Listen up Larry!)

— Gord-O Overing, Watersports Boss  
Bitter End Yacht Club

## Showing Off

It was windy, but we had every intention of showing off by picking up a mooring buoy at the Bitter End Yacht Club, under full sail. My husband was crouched on the bow with a three-foot boathook. I let the jib fly, followed by the main. He hooked the buoy but claimed we were going too fast. I ungraciously whipped the boat around for attempt





# — I EVER DID WHILE SAILING

number two, complaining my landing was blown.

The second attempt was a repeat of the first despite the fact that, in my mind, we were certainly going slower. By this time our antics had garnered an audience. I spun the boat around and headed for yet another 'perfect' landing. This time when Paul hooked the buoy, the boat hook got stuck. In that instant he realized that if he let go of the hook, we'd have to buy another. Lying on the deck, he braced himself and hung on for dear life. I have to admit that I was going too fast, because despite his best effort, the boat kept moving and he slipped right off the bow, with the boat hook still attached to the buoy. The boat stopped, I threw down the boarding ladder and a very annoyed husband climbed aboard announcing, "The sails are going down and I'm turning on the motor."

I might have had better luck if I'd dropped the jib and approached under main alone, but most importantly I learned it's best to always listen to your crew — even if you are related.

— Karen Prioleau

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## A Near-Fatal Nap

The dumbest thing I ever did at sea was to fall asleep on night watch while zigzagging between the drilling platforms along the coast of Sarawak. Luckily, my crew awoke about a hundred meters from the gnarly pillars and pipes of a



platform that lay dead ahead. Talk about an adrenaline rush! At the next port I bought an electronic timer to deal with sleepiness during passages.

— Glenn Tieman

formerly of Peregrine, 26-ft catamaran

## Unfounded Assumptions

While sailing 60 miles off the Nicaraguan Coast near dusk, I sighted five men dressed in black in a large *panga* on an intersecting course with us. With three young women, my 89-year-old mother, a young male crew and myself aboard, I was apprehensive. I estimated they would intersect in about 10 minutes. Ducking below, I loaded my line throwing gun and two flare pistols. But while loading the second flare pistol it accidentally discharged, filling the cabin with smoke and knocking a cabinet door off its hinges. With my eyes burning and the mattress smoldering, my daughters peered below saying, "Dad are you all right?"

I muttered a few oaths and asked for water to put out the fire. The men in the *panga* — fishermen, of course — veered off to pick up their fish traps. Chagrined, I muttered around cleaning up the mess.

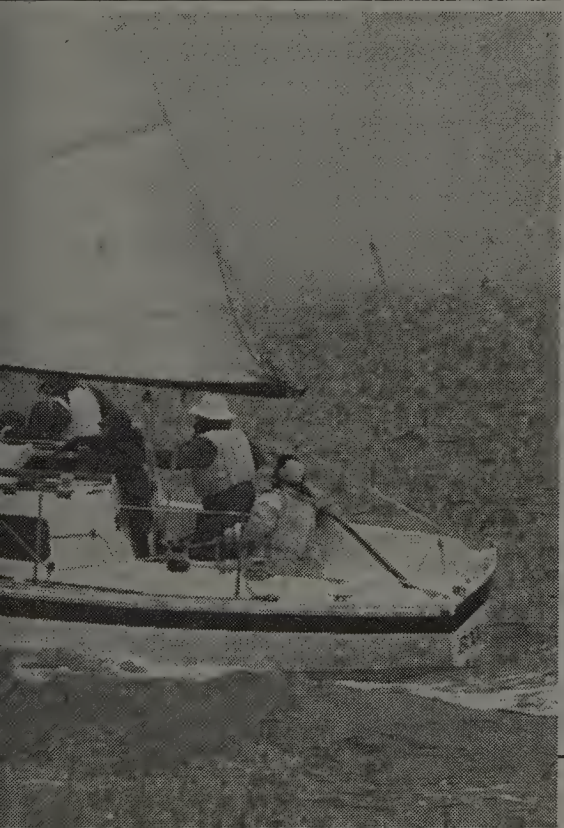
— Tony Clarke

Second Life, Ocean 71

## A Muddy Revelation

It was the summer of 1987, and I decided to spend my vacation sailing my Flicka 20 up the coast from my home in Santa Cruz to visit San Francisco Bay and some of the warmer inland waters. I felt like quite the adventurer navigating San Pablo Bay in just ten feet of water, carefully lining up the markers, anxiously spotting traffic coming out of the distant Petaluma rivermouth and nervously consulting the chart. As I passed under the Highway 37 bridge the afternoon breeze picked up and I decided to raise sails and tack up river for a while. I spent about an hour enjoying the breeze, and revelling in the ease of sailhandling on such a small boat. What I had forgotten though, was that the Petaluma River is tidal and I was taking broad tacks on a river that was at a spring high-high tide. My waterway was shrivelling under me and I hadn't bothered to notice.

Suddenly I lost control, just as I was about to tack. I let go the jib sheet but the boat sailed resolutely on, deep, deep into the reeds. It was the smoothest wreck you ever saw, or heard. Just the rustle of fiberglass on grass and sudden, stunning stillness. The muddy waters ebbed even as I peered over the side, and



LATITUDE / ROB



# THE DUMBEST THING

before I could get my inflatable inflated there were two inches of bottom paint drying on the waterline.

As the water receded I saw a small furrow ploughed through the gray clay

to drag me off my perch into deep water. I showered them with thanks and wine, and have, ever since, resisted the urge to label powerboaters as uncaring incompetents not worthy of a sailor's consid-

the water so fast! I finally started it just as I was about two inches from the bridge pier. Everyone survived without a scratch. Whew!

— Thom Rose  
Bay Area

*Ever since, I've resisted the urge to label powerboaters as uncaring incompetents not worthy of a sailor's consideration.*

where the keel had taken the mud, and like a train on tracks, had driven my home hard, hard aground. So hard that even when the water was fifty feet away my little pirate ship sat perfectly vertical, glued upright, stern to the water for every powerboating yahoo to see. For I had gone aground, and stayed aground for 25 hours on a very busy Saturday of a very busy summer weekend of water skiing, wake-making and fishing.

Even when the next high-high tide came on Sunday morning, it wasn't as high as the top of the tide I had chosen to run aground on, and it took the cheerful help of a family and their runabout

eration. Plus I pay a lot more attention to the tide tables.

— Michael Beattie

Miki G, Gemini 105 cat (18" draft)

## Beware of the Ebb

I was sailing a Newport 20 back to my slip in Alameda at the end of a great day on the Bay. The tide was ebbing but I wasn't paying much attention to that. I sailed under the Bay Bridge and right into the lee of the big central concrete bridge pier. The boat stopped dead in the water. Of course, the water was ebbing and carrying my little boat right into the bridge pier. I never got my outboard into

## Advice on Acrobatics

I learned from practical experience that if you are serious about staying onboard a swiftly-moving trimaran, don't try doing handstands on the aft crossbeams. Always do them on the forward beams!

— Peter Cullum  
SoCal

We'll end with that sage bit of advice, but we promise to bring you a second installment of 'dumbness' in an upcoming issue.

There is, therefore, still time to share your own memorable mishaps with *Latitude* readers. So come on, don't be shy, it's time to 'fess up! Email your submission of 300 words or less to [andy@latitude38.com](mailto:andy@latitude38.com). And remember: "To err is human."

— latitude/aet

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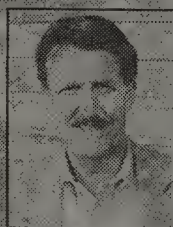
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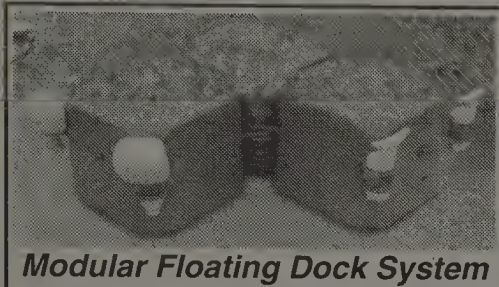
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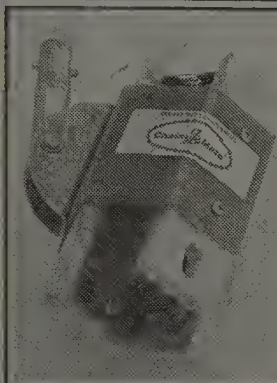


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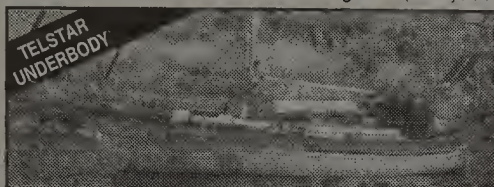


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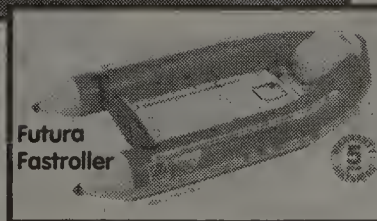
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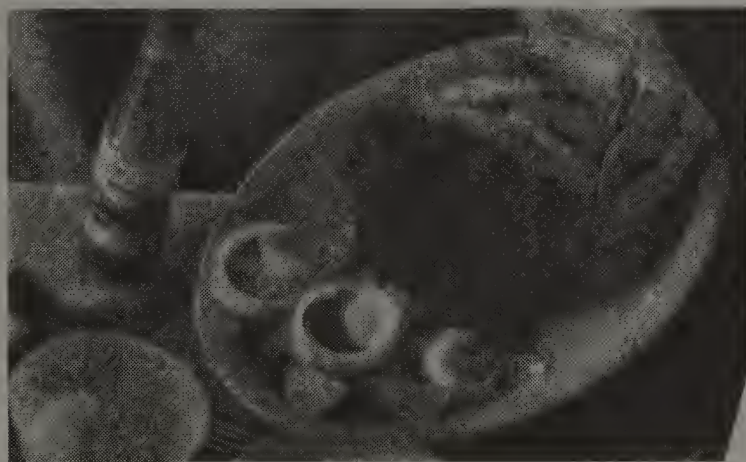


# THE COST OF CRUISING

"If folks have \$3,000 a month to spend while cruising, that's what they'll tend to spend. But if a cruising couple only has \$500 a month, they'll get along with just that. Oddly enough, it often seems as though the folks with the least money have the best time."

Over the years, the above statement seems to be about the most consistent answer veteran cruisers have given us when asked what it costs to cruise.

The biggest debate in *Latitude* these days seems to be over whether or not it's become 'expensive' to cruise in Mexico.



*You can dine inexpensively in Mexico — or blow a bundle.*

We think there are two indisputable truisms about this otherwise gray area. First, it is still possible to have a great time cruising Mexico ultra-inexpensively — meaning for about \$300 a month. Depending on how nice a boat you have to start with, it can either be luxurious cruising — as in the case of Guy and Deborah Bunting on their M&M 46 *Élan*, or spartan cruising, as was the case of Christian Lauducci, who we'll introduce next month, and his Haida 26 *Blue Dragon*. While it is possible to cruise so inexpensively, we want to emphasize that it takes a certain kind of outlook and discipline that most cruisers either don't have or, more likely, aren't interested in having.

The second truism is that a number of folks have found that cruising in Mexico wasn't as inexpensive as they had

*"What really baffles me are the complaints on how expensive it is to provision in Mexico."*

hoped or remembered. We've gotten at least four letters in the last several months from good people, who truly were

surprised at how much money they spent in mañanaland recently. Whether prices in Mexico have skyrocketed, whether these cruisers were operating under unrealistic expectations, or whether they could have easily been more thrifty is all a matter of debate.

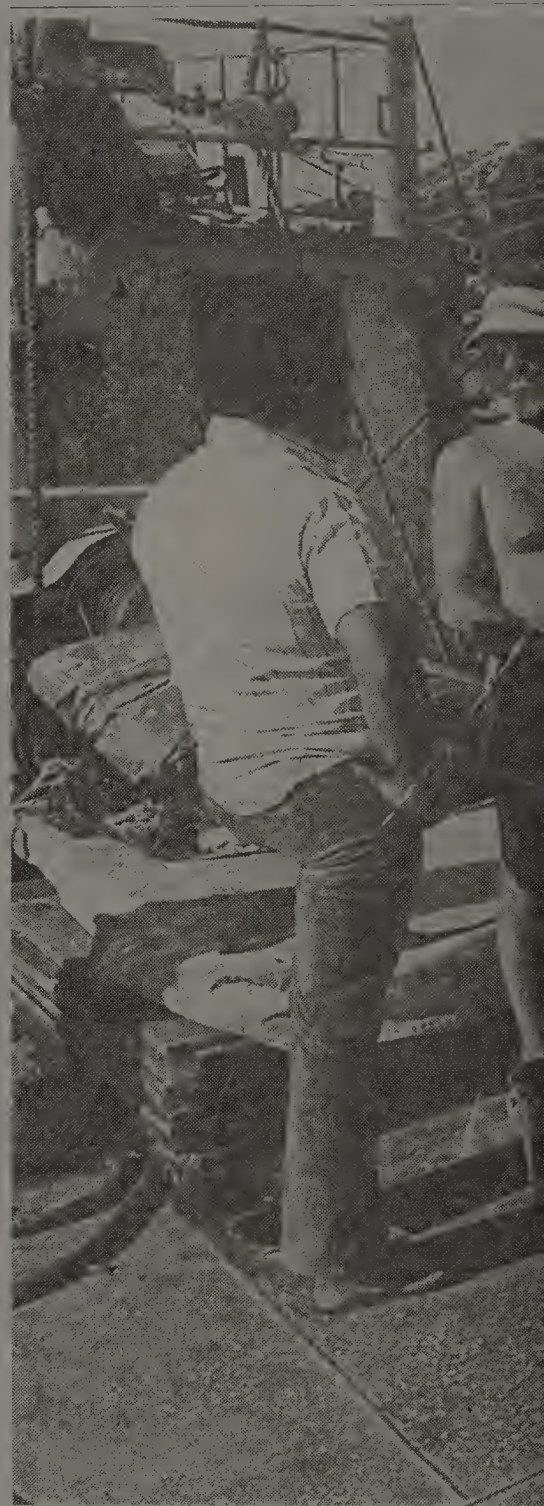
It's important, of course, to keep a reasonable perspective on the concepts of 'expensive' and 'inexpensive'. According to the U.S. Department of Health & Human Resources, in 2002 the Poverty Line for a family of two in the continental United States is \$11,940 — or a couple of six-paks short of \$1,000/month. The good cruising news is that we think almost everyone will agree that any couple with a decent boat and reasonable cruising skills should be able to enjoy Mexico quite comfortably — with some time in marinas and numerous meals out at locals' restaurants — while living below the poverty level for the United States. So at the very least, the cost of cruising in Mexico isn't that high.

A number of active cruisers were nice enough to share their thoughts on the cost of cruising in Mexico, and some of them included price comparisons of groceries with the United States.

## Our Costs Have Doubled

"I've showed up in Mexico at least once or twice a year since 1986, either to cruise or deliver boats," writes Pete Caras of the Alden-designed 40-ft wood sloop *Foxen*, formerly based in Sausalito but now to be based out of Santa Barbara-Ventura. "We did the season in Mexico this winter for the first time since '97-'98, and we must say with conviction that our costs have fully doubled. Even our Mexican friends — from Turtle Bay to Barra de Navidad — say they have to search hard for the best prices to feed their families even the basics.

"We are not 'bare bones cruisers'. We like to eat well, and food costs — both for groceries and eating out — have soared. Our old taco stands have even had to raise their prices to keep up with the cost of living. Diesel fuel has shot up, too. We have also been known to park *Foxen* in a marina now and then or for things such as meeting guests, inland road trips, and boat maintenance. We've



noticed a big upward spike in marina fees. While ashore, we ride the bus, and again, rates are up. The taxis are totally out of hand most of the time, but we've been able to find the odd driver who — when he realizes that we're not idiots or rich gringos with no ceiling on costs — cuts a fair deal like in the old days rather than sit in his cab with nothing to do.

"As far as the check in/check out dance, when over 100 yachts participate in the Ha-Ha alone, the Mexicans naturally see dollar signs, and who can blame them? We spent \$480 this cruise on visas and in/outs, only using agents in Puerto Vallarta and Mazatlan. Having been in 'stealth mode' now and then saved us a few bucks here and there, but





*Many of the best cruising times in Mexico are free — such as hanging out at Isla Isabella with cruising friends aboard a Mexican fishing boat, and making friends with the fishermen. It's as free now as it was 23 years ago when this photo was taken.*

an average of \$500 per yacht per year for an all inclusive cruising permit would not seem out of line — if you didn't have to do any more than give the port captain a shout on the VHF. After all, time is money — even when cruising."

*Latitude comment:* Mexico has a growing middle class and more tourists than ever, so more businesses than ever are catering to an upscale market. If anyone wants upscale in Mexico, be ready to pay for it. In fact, we think it's the high end discretionary spending where prices have gone up the most. As for the 100 boats in the Ha-Ha being a possible cause of

Mexico making the cost of clearing high compared to other countries, we sincerely doubt it. Ha-Ha boats account for less

*"Looking back, groceries just seemed expensive because they were higher than my expectations."*

than 10% of the recreational boats coming to Mexico each year, and on a federal level, the Mexican government doesn't

*even know the event exists.*

## **Less Than The States, But Higher Than My Expectations**

"Along with my friends Mark and Sandi Joiner of the Orinda-based Swift 40 *Ku'uipo*, I found prices in Mexico to be higher than I was expecting," writes Larry Weinhoff of the San Francisco-based Ericson 28 *Synergizer* — which is currently dismasted in Morro Bay. "When shopping in a large grocery store in a city, you'll find that some things are inexpensive compared to the States — such as produce, beef, and poultry, but there are many items — especially imported items — that are more expensive. As in the States, you can buy inexpensive food and eat 'cheaply', or be extravagant and spend a fortune on food.

"I did the accompanying price comparison [see next page] using foods bought in Cabo San Lucas, which is admittedly the most ex-

pensive place that we bought supplies. As elsewhere in Baja, they have more American food products than on the mainland. Although there are many small *mercados*, *abarrotes* and *fruterias*, it's very difficult to find a produce market in Cabo. The upside of shopping at the Super Plaza Aramburo is that they will deliver your purchases to your boat or dinghy. The prices on the chart reflect my last receipt for groceries, mostly perishables, from Aramburo in Cabo before starting our Bash home on April 20. At the time, the exchange rate was about 9.2 pesos to the dollar. I converted from pesos per kilo to dollars per pound so readers can compare the next time they shop at their local market. Looking



# THE COST OF CRUISING

back, I think that groceries were actually less than in the States, but they seemed expensive because they were higher than my expectations. But each reader can be their own judge.

"Unlike *Latitude* and the Joiners," Weinhoff continues, "I did not find the port fees to be exorbitant. *Synergizer*

Larry Weinhoff / *Synergizer* / Ericson 28  
Aramburo Plaza, Cabo San Lucas  
Mexican Price converted to U.S. Prices

Item	pesos per kilo	dollars per lb
limes (little juicy ones)	\$15.80	\$0.78
avocados	\$10.50	\$0.52
red apples	\$12.50	\$0.62
broccoli	\$11.70	\$0.58
bananas	\$6.60	\$0.32
salsa, small bottle	\$9.50	\$1.03
large tomatoes, jar	\$6.30	\$0.31
salad tomatoes	\$5.30	\$0.26
butter, 1 lb	\$24.50	\$2.66
yogurt small container	\$6.00	\$0.65
bone/skin less chicken breast	\$63.00	\$3.11
sirloin steak (excellent)	\$72.00	\$3.56
ground beef (very lean)	\$56.20	\$2.78
tortilla (pack of 10) **	\$6.00	\$0.65
packsliced smoked turkey brst	\$78.60	\$3.88
sliced turkey pastrami	\$74.60	\$3.69
sliced roast beef	\$122.90	\$6.07
sliced deli provolone	\$105.20	\$5.20
sliced deli cheddar	\$97.90	\$4.84
Bimbo bread, 560 grams	\$15.80	\$1.71
Wonder bread, loaf	\$13.70	\$1.49

All prices include taxes  
(\*\* Tortillas in a tortilla factory have fixed prices of about 6 pesos per kilo, if you consider there are about 30 tortillas in a kilo or 2 cents a tortilla).

cleared in and out of the following ports: Cabo, Mazatlan, Puerto Vallarta, Nuevo Vallarta, La Paz, and Cabo again. The basic fee for vessels under 20 tons is 148 pesos — or about \$16. That means \$32 for in and out. In addition, you have to buy a one-time tourist visa for \$22, and pay API fees where applicable. I cleared in and out of all ports personally except

\$200. It's true that *Synergizer* and most other boats bypassed many stops because we did not wish to check in and out for just a day or two. The places we passed over lost out financially, because we and others did not spend our money in their stores and restaurants.

"As for time spent checking out, I'd say plan on two to four hours each way in Cabo and Mazatlan, and less than one hour in Nuevo Vallarta. Regarding checking in and out every time you leave port, that is up to the individual port captains. In our three-month stay at Nuevo Vallarta, we participated in the weekly beer can races in Puerto Vallarta — including tying up at the fuel dock and joining the BBQ at Desperado Marine — and never once were required to clear in. And the P.V. port captain has a boat stationed at the harbor entrance that calls in boat names, so they knew what we were doing. Rich Mullinax of *Still Searching* did the same thing and never had a problem either. We also spent many nights at the Mariettas, Punta de Mita, La Cruz, and Yelapa, with the knowledge of the Nuevo Vallarta and Puerto Vallarta port captains. Their only request was that we notify them by VHF when we left and when we returned to port.

"P.S. I wholeheartedly agree with the Joiners' recommendation that south-bound cruisers participate in the Ha-Ha. I made many new friends during that event and looked forward to visiting with them while cruising Mexico. The Ha-Ha certainly created its own community, and I believe that all who participated felt that it was an incredible opportunity to connect with other sailors and make new friends."

*Latitude's comment: Aramburo's is certainly an upscale market, appealing*

*Puck frozen gourmet pizzas. Because they are located at the tip of nowhere in terms of distribution, and because they cater to an upmarket clientele, Aramburo's prices are comparable with stateside markets such as Andronico's, Mollie Stone's, and Whole Foods.*

We don't find the clearing fees in Mexico to be exorbitant on an absolute basis, but rather relative to fees charged by other countries. As for the time it takes to clear, it's not just the hours in a day, but the days in a week. Given that port captains are closed on weekends and the many Mexican holidays, it can be extremely difficult to move about freely — particularly if you'll be travelling with friends from the States who are on a tight schedule dictated by work. When based at Paradise Marina in Banderas Bay, we never checked out for short visits to places such as Punta de Mita, Rincon de Guayabitos, and Yelapa, but we avoided La Cruz, which had its own port captain. When we visited Puerto Vallarta just for fuel, we didn't clear in or out, nor did we notify any port captain by radio.

(By the way, Weinhoff is preparing a series of articles on how to turn a small production boat into a very functional cruising boat — in the six weeks prior to a Ha-Ha. A very functional cruising boat that he found, was able to keep up with much larger cruising boats. He kept a careful record of costs.)

## Mexico Is The Least Expensive Place I've Ever Lived

"I think people who complain about the prices in Mexico must be in the twilight zone," writes Mac of the Glide, Oregon-based Morgan Out-Island 30 *Slo and Ezy*, who spent six months near Isla Mujeres on the Caribbean side. "I get a little over \$600 a month in SS1, and I was still able to save about \$100 a month. Food at the markets was very good and very inexpensive. For instance, large, ripe avocados sold for 12 cents each, and sweet tangerines were almost free. In the early afternoon, I could buy fresh fish on the beach that didn't cost much and was delicious. Beer was 68 cents a bottle, while a 1.75 liter of rum sold for \$3.20. If I wanted to go to another island or port, I had to pay \$16 each way — so I only did that once. Except for Guatemala, I think that Mexico is the least expensive place that I have ever lived. And the Mexicans are kind, friendly, and generous. I'm going back in November."

*"What's not cheap in Mexico? Marinas and haul-out facilities, imported parts and foods, electronics, hotels, tourist restaurants, car rentals, and air fare back to the United States. It's also expensive if you attempt to live the same lifestyle in Mexico as you probably did in the States."*

La Paz, where Marina de La Paz will do the paperwork for you for less than if you do it yourself. For *Synergizer's* six months in Mexico, our total 'fees' — excluding tourist visas — came to about

mostly to the well-heeled tourists and free spending sportfishing crowd. When it opened 10 years or so ago, we remember being stunned to see that they stocked such typical local favorites like Wolfgang



## One Third To One Half As Expensive As The States

"After reading the letters in the May and June *Latitudes* complaining about how expensive it is in Mexico, I began to wonder if we have been sailing in a different Mexico," writes Bill Yeargan. "My wife, Jean Strain, and I have been sailing Mexico — the one just south of the United States — since 1999, both in the Sea of Cortez and down as far as Puerto Vallarta. Since 1999 we've spent a total of 13 months off and on in La Cruz, and six months up in the Sea — broken up with a little side trip to Hawaii for a few months. If people think Mexico is expensive, Hawaii will draw blood!

"Our experience in Mexico is quite different from the Joiners aboard *Ku'uipo*, Wendy Hinman aboard *Velella*, and Michael Sutherland aboard *Synchronicity*. It is interesting to note that Joiner's letter indicated that they were in Marina Nuevo Vallarta — which would explain why they thought it was expensive. As for Sutherland, it looks like he's been spending time in Mulege where, because of its relatively remote location on the Baja, has horrible prices. Prices vary depending on where you are in Mexico, and you have to be willing to shop around to find the best deals. We certainly overpaid in some locations, but found really good deals at other places. Overall, we found Mexico to be one-third to one-half as expensive as the United States. I can say this with confidence since we saved almost all our receipts.

"What is expensive in Mexico? Marinas, because there aren't enough of them, and haulout facilities, because there is no competition. Also expensive are imported parts and food — remember, food from the U.S. is imported. Then there are electronics, hotels, tourist restaurants, car rentals, and air fare back to the United States.

"Cruising in Mexico is also expensive if you attempt to live the same lifestyle as you did in the States. Extravagant meals at fine restaurants will quickly drain your pocketbook, but you can find great meals at very reasonable prices. In downtown Puerto Vallarta, you can get an all-you-can-eat rib, beef, and chicken meal for \$7.12/person. Nearer Marina Vallarta, Josephino's has all-you-can-eat pizza, chicken, salad bar, and ice cream for \$6.34/person. In La Cruz, street tacos are a buck each or less, and you bring your own drinks. If you want something more varied and upper crust, there is a German Hofbrau in Puerto Vallarta with an all-you-can-eat German buffet and

all-you-can-drink beer for \$16.12 each. Or Papisito's in La Cruz, where a nice meal and three beers — plus excellent

cleaning, and a doctor's visit in La Cruz costs an embarrassing \$11. Drugs are also cheap. Jean paid \$28/month for her medications in Mexico — \$92 less a month than in the States! Our monthly

Comparison of Mexico and U.S. Prices, Both Converted to Dollars, by Bill Yeargan.

ITEM	MEX	USA	ITEM	MEX	USA
Milky Way, ea	\$0.46	\$0.59	Rib Steak, lb	\$3.26	\$6.99
Microwave Popcorn, ea	\$0.37	\$0.90	Turkey Ham, lb	\$2.39	\$8.98
Potato chips, ea	\$1.42	\$2.99	Carrots, lb	\$0.26	\$0.59
Margarita mix, ea	\$2.89	\$3.79	Bananas, lb	\$0.30	\$0.69
Bottle beer, 6 pack	\$3.00	\$5.59	Celery, lb	\$0.45	\$0.75
Can beer, 6 pack	\$4.24	\$5.99	Lettuce, ea	\$0.55	\$0.79
Tostado, pkg	\$1.12	\$1.99	Potatoes, lb	\$0.40	\$0.99
Yogurt, 8 oz, ea	\$0.32	\$0.79	Tomato, lb	\$0.27	\$0.99
Cream cheese, 190 g	\$1.42	\$1.83	Onion, lb	\$0.30	\$1.19
Cheese, lb	\$4.54	\$4.48	Apple, lb	\$0.97	\$1.29
Butter, lb	\$2.11	\$4.49	Lime, lb	\$0.31	\$1.56
Whole cream, 1/2 liter	\$3.12	\$5.58	Avocado, lb	\$0.43	\$3.60
Eggs, flat 30, pkg	\$1.92	\$5.99	Batteries, D 12, pkg	\$16.12	\$9.99
Chicken, Whole, lb	\$0.80	\$1.29	Batteries, AA, 24, pkg	\$16.46	\$12.49
Tuna, can, ea	\$0.53	\$1.69	Top Ramen soup, ea	\$0.38	\$0.33
Chicken Wing, lb	\$0.72	\$1.99	Bagels, ea	\$0.26	\$0.58
Game Hen, lb	\$1.16	\$2.59	Bullion cubes, pkg	\$0.88	\$1.79
Hamburger, lb	\$1.54	\$2.79	Canned beans, ea	\$0.93	\$1.89
Chicken Breast, lb	\$1.21	\$2.99	Catsup, Heinz, 24 oz	\$1.17	\$1.99
Stew Beef, lb	\$1.95	\$2.99	Mayo, 425 g	\$1.25	\$2.59
Bacon, lb	\$2.21	\$2.99	Cooking oil, liter	\$1.26	\$2.99
Pork Rib, lb	\$1.95	\$3.29	Bread, med. loaf, ea	\$0.86	\$3.19
Keilbasa sausage, ea	\$2.49	\$3.79	Vinegar, gal	\$1.77	\$3.79
Hot dogs, pkg	\$3.21	\$3.99	Toilet Paper, 6 rolls	\$1.55	\$4.75
Thin sliced beef, lb	\$1.99	\$4.69	Cat Food, 3 lb	\$3.65	\$4.99
Pork chop, lb	\$1.97	\$4.79	Diesel fuel, gal	\$2.12	\$1.49
Salami, 9 oz	\$5.40	\$4.79	Gasoline, gal	\$2.15	\$1.47

entertainment — runs a cool \$15/person. Other ports have similar bargains. If you take the time to look around, there are lots of places to eat inexpensively.

"As for other costs, the 40-minute bus rides from La Cruz to Puerto Vallarta are \$2.60 round trip, and a city bus is 32 cents. Bus prices around Mazatlan are a little less, or you can rent a jitney for

bus bill in La Cruz runs about \$13, and weekly laundry takes another \$7.

"What really baffles me, however, are the complaints on how expensive it is to provision in Mexico. I went through our receipts from the past 18 months, then converted the prices from pesos to dollars using 9.3 pesos to the dollar. I then went to Safeway here in Richmond and

*"Extravagant meals at fine restaurants will quickly drain your pocketbook, but you can find great meals at very reasonable prices. In downtown Puerto Vallarta, you can get an all-you-can-eat rib, beef, and chicken meal for \$7.12/person."*

just \$5 to take you and all your bags of groceries from WalMart back to the anchorage. We spent a day at the water park outside of Nuevo Vallarta this year for only \$9.70 with a coupon. Inside the park, the food prices ran around \$4 and beer was \$1.60. Try getting those prices at a water park in the States. Our dentist in Bucierias charges \$27 for a teeth

priced the same or similar items. [See list above.] Some things are more expensive or the same as in the United States, but as you can see, most of the items are less expensive in Mexico. We found that prices on the Baja peninsula are higher than the mainland for most items, but Baja has more U.S. goods available than does the mainland.



# THE COST OF CRUISING

"Some months were more and some were less, but overall we cruised Mexico on about \$1,000 per month. And we do and see lots of things for next to nothing. We do have a nicely outfitted boat and take care of her, so that keeps costs down. As *Latitude* has always recommended to those trying to cruise economically, we stay out of marinas, tourist restaurants, and hotel areas. If we hear of a port captain charging more than the normal fee — such as was the case at San Blas — we skip that port. As for

*"Compared to the Bay Area, our Mazatlan marina fees don't seem out of sight. The cost of food is substantially less down here than in the Bay Area, and so is dining out."*

port fees, we visited five port captains in the last 18 months and paid \$145 in fees — which works out to around \$8 per month. Mazatlan was the most difficult place to check in because everything is spread out. But hey, as long term cruisers we don't sweat one day. For all those who complain about how long it takes to check-in: boo hoo, get over it!

"Finally, I have to take issue with Joiner's recommending that 'south-bound cruisers not bother with filling their bilges with all manner of paper goods and other stuff.' We say just the opposite. Sure, all that stuff is available in Mexico, but picture you and your wife carrying a 12-pack of toilet paper, two cases of soda, a half-dozen rolls of paper towels, a couple loaves of bread, and a few pounds of meat, on the bus on a 90° day. Then toss it all into the dinghy and keep it dry. Need I say more? Provision all the bulky stuff in the States while you still have a car and are at a dock, and put off the inevitable as long as possible.

"By the way, we returned to San Francisco in April via the 'clipper route'. It took 28 long, cold days — but that's another story."

## **Food And Dining Out Is Substantially Less Down Here**

"I have now read several articles about how expensive Mexico has gotten," writes San Franciscan Trish Kenison, who with her husband keeps their Magellan 36 ketch *Sentisco* in Mazatlan. "My husband and I pretty much stay in Mexico year round, and have been in Mexico for at least four years. When we are not actively

cruising, we stay in Mazatlan. During the summer, I usually come home to San Francisco for a couple of months to do the dirty four-letter word — 'work'.

"I would like to set the record straight on expenses in Mexico based on personal experience from the last four years. Compared to the Bay Area, our Mazatlan marina fees don't seem out of sight. The cost of food is substantially less down here than in the Bay Area, and so is dining out. I shop at the major grocery stores in Mexico, and for \$50 I can buy almost two weeks' worth of meat, fresh veggies, fruit, and dairy products — although I might have to supplement this with a little more milk, a few more fresh veggies, and the occasional meal out. When home in San Francisco, I spend \$50 for two days' worth of food. In the Bay Area, a cup of coffee is \$1.50 — and that's not even fancy coffee.

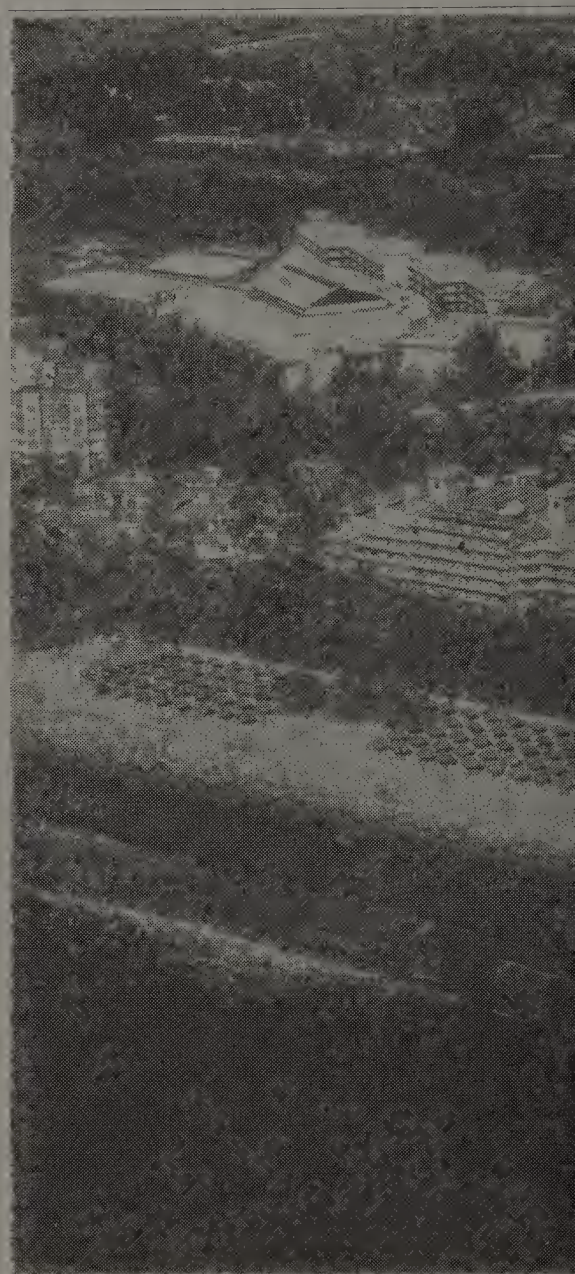
"It is true that the costs have increased in Mexico from 30 years ago — and even 10 years ago. But so have the costs in the Bay Area. For example, I believe it costs approximately \$65 for a cheap seat for the opera in San Francisco. In Mazatlan it's about \$22 for the best seats and about \$9 for the nose-bleed seats to enjoy a well performed opera. And they have wonderful free concerts in the Plaza Machado. Try finding a free concert in the Bay Area anymore. Burgers at Thorny's and other good places in Mazatlan are still under \$5 — unless you want to eat at McDonalds or Burger King. If you know your way around Mexican cities, you do not have to spend exorbitant amounts of money to dine out or even provision. But if you shop at American institutions such as Sam's Club or Costco, and eat at tourist restaurants, what do you expect? We Americans often seem to think that our products are the best when, in fact, products from other countries are just fine.

"Transportation is substantially cheaper in Mexico. For instance a bus ride around Mazatlan is approximately 35 cents — about one-third of the cost in San Francisco. If you know your buses in Mazatlan, you can go a long way for 35 cents — or on the more expensive bus for 75 cents. Taxis are cheaper in Mexico, but you need to bargain — except at airports and bus stations where the prices are fixed. It is my experience that most drivers will agree on a reasonable price. In the States, \$5 will get you a taxi ride around the block. In Mexico, you can go a long way for \$5.

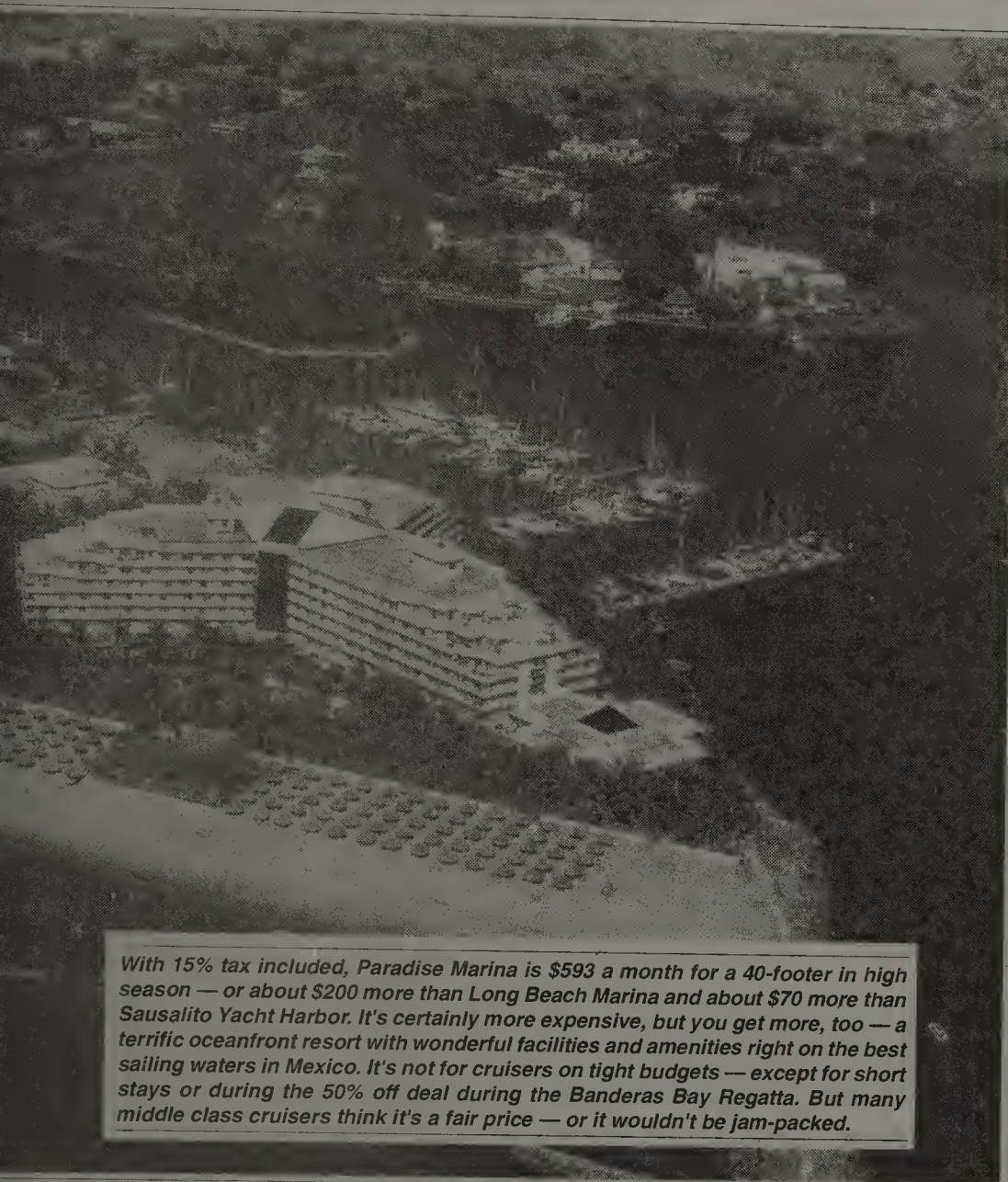
"We agree that there needs to be a change in the fees for checking in and

out, as it can become quite costly for active cruisers. It would also be nice if the policies and procedures were uniform — but it's Mexico, so what can you do? Nobody has to visit Mexico if they don't want to, but if they don't, they'll be missing a great place. By the way, I really don't know where we Americans get off thinking that everything should automatically be less expensive just because it's a foreign country. Who are we to say that Mexicans are not allowed to make a decent living? We certainly expect to when we have to do the dirty word — 'work'."

*Latitude comment: Some marinas in Mexico cost more than marinas in the States, but some of them offer a lot more. During the high season at Paradise Marina, you pay \$510 a month for a 40-footer, plus 15% tax, for a total of \$586/month. But it's not just a place to keep your boat, as it's part of an extremely well run resort on the nicest and longest beach in Banderas Bay, with more cruiser amenities — three pools, two hot tubs, a*







With 15% tax included, Paradise Marina is \$593 a month for a 40-footer in high season — or about \$200 more than Long Beach Marina and about \$70 more than Sausalito Yacht Harbor. It's certainly more expensive, but you get more, too — a terrific oceanfront resort with wonderful facilities and amenities right on the best sailing waters in Mexico. It's not for cruisers on tight budgets — except for short stays or during the 50% off deal during the Banderas Bay Regatta. But many middle class cruisers think it's a fair price — or it wouldn't be jam-packed.

special lounge with showers and cable TV — and free activities than we've seen anywhere. That the marina is jam-packed, with a long waiting list during the high season, so berthers must feel it's a fair deal.

## Energy Products Are More Expensive

"Here are some examples of prices in Baja so you can get an appreciation of day-to-day-expenses," writes David Eidell, who lives both 40 miles east of San Diego and at Manzanilla, a little village on Tenacatita Bay on mainland Mexico. One thing is for certain, energy products of any kind are more expensive in Mexico than they are in the United States." [See chart at right.]

### David Eidell, Mexico Prices Converted to U.S. Dollars

Bowl of Seafood Soup at Bertha's Restaurant, Bahia Concepcion .....	\$3.75
Cola at a restaurant .....	\$1.07
Loaf of Pan Bimbo bread .....	\$1.17
Beer, in bottles after deposit is paid .....	\$ .75
Fish dinner in restaurant with Mexican clientele .....	\$5.80
Shrimp dinner at Mariscos Bahia Ensenada, tourist place in Ensenada .....	\$11.75
Inter-city bus ride in La Paz or Ensenada .....	\$.32 to \$.42
Head of lettuce .....	\$.85
Bunch of celery .....	\$.96
Milk, gallon .....	\$2.25
Local telephone call .....	\$.22
Electricity (cheapest - 15 amp service) .....	\$.18
(US kWh. After 500 kWh, it jumps to a whopping 22 cents (US) per kWh!)	

## Budget Busters

The wild card in any cruising budget, of course, is expensive repairs. Fortunately, this is something individual cruisers have a lot of control over. Sim-

ply stated, the smaller and more basic your boat and boat systems, the less time and expense will be required for maintenance and repairs. And, the less chance of costly breakdowns.

We're not big fans of maintenance and repairs, so although *Profligate* is very large, we've deliberately kept her very simple. After five seasons in Mexico, she still hasn't been outfitted with a hot water heater, showers, pressure water in the heads, built-in generator, built-in refrigeration, watermaker, roller furling, complicated electronics, or television. All this stuff would be very nice, of course, but having cruised around Baja in a Cal 25 and twice with Olson 30s, we learned that it wasn't absolutely necessary.

If you've got the money and the interest in putting all the comforts of home aboard your boat, all the more power to you — you'll need a lot of power — as long as you understand that buying the items in question is often just a downpayment in terms of the time and money required to keep them functioning. Each new addition has to be installed properly — a big 'if' — and they all have to be maintained properly. Furthermore, boats operate in an unusually harsh environment, so they and their systems need regular use to avoid costly repairs. If you don't have the interest and aptitude to maintain and repair complicated systems, or aren't going to use them, keep your boat simple — or at least take your time adding new gear. And if you end up with a big and complicated boat and aren't a mechanical and electrical whiz, carry a big wallet, because you might need it.

When folks have costly and time-consuming system problems with their boats in Mexico, it's usually in one of four areas — none of which have anything to do with actually sailing the boat:

1) The diesel engine. If you start with a good one and know how to use, maintain and protect it, it should be very reliable. But having a diesel fail in Mexico is a cripple for complicated boats, because it often provides the energy the other systems require.

2) Watermakers are becoming more reliable all the time, but they have always been a major source of cruiser frustration. Sometimes the problems are with the units themselves or the higher salinity in the Sea of Cortez, but more often than not the problems can be traced to improper installation or operator error. Unlimited fresh water is great, but if you're not ready to acquire the knowledge and skills necessary to maintain a watermaker, do yourself a favor by not



# THE COST OF CRUISING

buying one.

3) Refrigeration systems run a close second to watermakers as a source of complaints, and are usually more expensive to repair. Once again, choosing the right system and getting proper installation are critical. Often times folks buy undersized units with inadequately insulated boxes. These will provide adequate service in the cold climes of California for weekend use, but once put to use 24 hours a day in tropical heat, problems can start cropping up, and energy requirements soar — creating a new source of potential problems. Cold beer — like unlimited fresh water — is a great thing, but understand the full price you have to pay for it. Want to become rich while cruising? Become an expert on refrigeration repair.

4) Electrical systems. People sail boats on their home waters and never have any problems with their electrical system, but then go cruising, and everything seems to go wrong. Usually there are a couple of reasons. Before leaving for Mexico, the boat was suddenly made more complicated with the addition of an SSB radio, watermaker, refrigeration, and all kinds

of other gear. And once in Mexico, the electrical use was constant and often heavy. If you make a boat twice as complicated, the chance of time-consuming and money-draining problems increases

*"Budget cruisers often seem to have the best time because they have so little to maintain and repair."*

exponentially. This is particularly true if all the systems were hastily installed during a typical last-minute rush. If you're going to cruise on a budget, try to keep your electronic systems simple — or become a competent boat electrician.

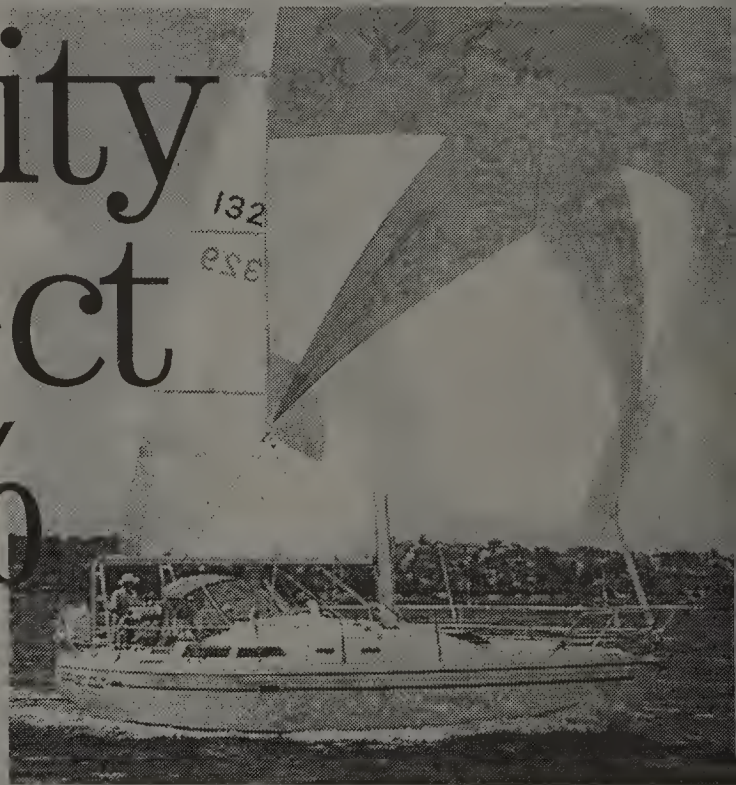
Earlier in this article it was noted that cruisers with the smaller cruising budgets often seem to have the best time. One of the primary reasons is because they don't have so much stuff to maintain and repair. And even if they lose systems, they can continue to cruise. For

instance, if the windlass goes out on a 32-ft sloop, it's not a big deal. But when the windlass goes out on a 45-ft ketch it may mean the owner is trapped in an expensive marina, where he'll tend to blow money on expensive meals, expensive drinks, expensive telephone calls back to the factory, expensive air shipments, and expensive mechanics. Meanwhile, the competent sailor content with a smaller and less complicated boat wouldn't have to lose any cruising time and could probably wait until it was convenient and inexpensive to get the windlass repaired. In fact, the good sailor with a simple boat could lose all the major systems — engine, watermaker, refrigeration, and electrical — and still have a great time cruising the mostly benign waters of Mexico.

So how much do you need to go cruising? A couple of grand a month will do. But if you're smart, self-sufficient and keep it simple, \$500 a month would be just fine also. Basically, it's whatever you've got or are willing to spend.

— latitude 38

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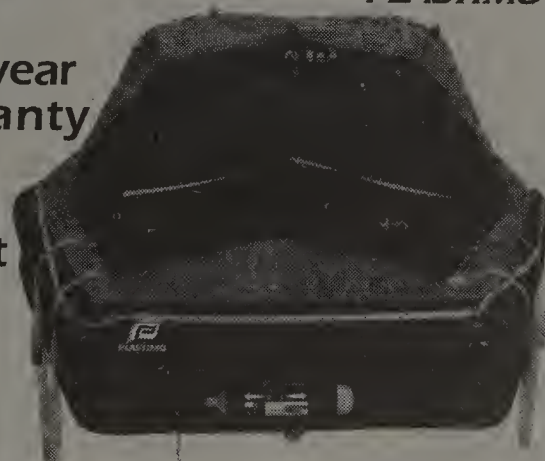
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# ZEPHYRUS V

A new era in sailing began last month as the recently-completed Reichel/Pugh maxZ86 *Zephyrus V* went sailing for the first time on San Francisco Bay. Not only is this 86-footer the largest racing boat ever homeported in the Bay Area, she is also potentially the fastest — and the first in a new class of water-ballasted 'super sleds' that may reinvigorate worldwide interest in a level-racing maxi class.

'Big' is the operative word when you're talking about *Zephyrus V*. Just walking up to this boat can shock the senses. Although only 18 feet longer than a Santa Cruz 70, *Zephyrus* dwarfs this still-impressive older cousin. She will fly more than twice the sail area from a 114-foot mast. Five coffee grinders turn snare drum-size winches to trim sails big enough to cover houses. At the turn of a switch, 11,000 pounds of water rushes into her ballast tanks — the equivalent of sixty-five 170-pound sailors on the rail. Off the wind, with the ballast tanks empty and an asymmetrical spinnaker bigger than two tennis courts set on her 46-ft pole, *Zephyrus V* should leave everything in her wake but the Blue Angels.

This new generation of sled is the creation of Robert McNeil, a California native who cut his racing teeth in the waters of Southern California more than 50 years ago. He progressed up the ladder through dinghies (including a national championship in 505s) Stars and Solings before finally landing in the high-energy world of ULDB turbosleds in 1997 with the R/P 75 *Zephyrus IV*, a boat built to go fast and set records. (*Zephyruses* I, II and III, all named for the Greek God of the West wind, were family boats.) Although dismastings in both the '97 TransPac and '98 Pacific Cup prevented Z-4 from showing well on this coast, she was (and is, as the renamed, East Coast-based *Bright Star*) a very quick boat. In 2000, *Zephyrus IV* set and still holds the course records in the 3,460-mile Cape Town to Rio Race and the Middle Sea Race, a 607-mile dash around the cen-



LATITUDE/ANDY

trailing the recent restoration of the 1911 Herreshoff sloop *Joyant*) enjoyed the speed and fun of the turbosleds, but like

the IMS rule. If he was to stay in the game, his only options were to build another IMS turbo that would also 'grow old before its time' — or go in a completely different direction with a totally new type of boat.

"It seemed like the sleds have been trying to become more maxi-like and the maxis were trying to become more sled-like but they weren't quite meeting in the middle," says *Zephyrus V* project manager John Bertrand, who has spent plenty of time sailing both sleds (including *Zephyrus IV*) and maxis. "We kept

*"There's not a bloody monohull record in the world this boat can't beat."*

tral Mediterranean, starting and ending in Malta.

McNeil, a biotech venture capitalist (who readers may recall was also the man

all such owners, he realized that after only five years, *Zephyrus IV* was already getting a bit long in the tooth due to new construction techniques and changes to





*'Zephyrus V' sailed for the first time in early June. "Even taking it easy, the most common words I heard all day were 'rocket ship,' said one crewman.*

thinking if we put together a 'new generation' — a sled that could go to weather and was already turbo'ed — that it would be very competitive."

Also a factor in the thinking that finally led to *Zephyrus V* was the West Coast legacy of long, narrow, light-displacement, heavily-canvassed sailboats begun by Bill Lee and his breakthrough 67-footer *Merlin* 25 years ago. In that

sense, one could say *Zephyrus V* represents 'genetic engineering' at its best.

"One day someone asked, 'What's the biggest, fastest boat we could build that will plane and surf?'" says McNeil. Period. Pile on the sail and never mind any handicap rule. Years earlier, McNeil and others had tried unsuccessfully to get the sled classes to create a 'box rule' to keep boats competitive for longer. With talk of a completely new boat, that idea percolated back to the surface, too.

Intrigued, McNeil took the question back to the creators of *Zephyrus IV*, the

San Diego design team of John Reichel and Jim Pugh. In the last 20-some years — and particularly the last decade — Reichel/Pugh has given the racing world some of its speediest craft, including Roy Disney's TransPac record-holding 73-footer *Pyewacket*, Philippe Kahn's 2001 TransPac winning 76-footer *Pegasus*, the Melges 24 sport boat and, more recently, Dennis Conner's two new America's Cup boats. (Just last month, *Pyewacket* added the Newport to Bermuda Race record to her list of successes.)



# ZEPHYRUS V —

**"F**rom a designer's standpoint, that was great to hear — a new generation of boat without regard to rating," says Jim Pugh. It meant that they could throw out most of the "in the envelope" thinking, start with a 'clean slate, and reach deep into the bag of tricks.

"Rather than an incremental leap, we wanted a boat that was significantly faster than anything else for a given length. The variable displacement — the water ballast — allowed us to do that."

From her plumb bow (to maximize waterline) to her rakishly reversed stern, Design #120 — the boat that became *Zephyrus V* — looks every bit the sexy, muscular rocket ship her polars predict. Broad reaching in 10 knots, the numbers say she should do an easy 12 or 13. Reality may be even better. In 20 knots of breeze on a recent Bay sail, she did 24 — with just the main and

a small jib. Like a large multihull — one crewman calls her a 'monomaran' — *Zephyrus* is able to create her own wind

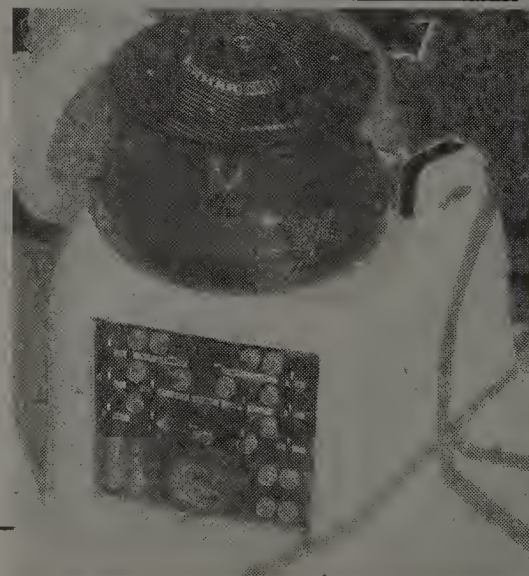
to carry a staggering 8,800 square feet of sail. That's about 1,000 square feet more than a current America's Cup boat.

McConaghy Boats in Sydney started construction — prepreg carbon skins over a honeycomb core — in March of 2001 and loaded the dark green beauty onto a ship almost a year to the day later. The boat was delivered to KKM Boatyard in Richmond where she was assembled and

christened on May 25. *Zephyrus V* went sailing for the first time on June 8-9. While the crew babied her through her first 'steps', it was readily apparent to all concerned that big boat sailing was never going to be the same.

"I've been involved in sled sailing since I helped push Merlin out of the chicken coop," says *Zephyrus V* bowman Mark Sims. "And I can tell you right now there's not a bloody monohull record in the world that this boat can't beat."

**A**t this writing, the rush is on to ready the boat for her first competition, the 2,070-mile West Marine Pacific Cup from San Francisco to Oahu. *Zephyrus V* is scheduled to depart in the last of five starts on Friday, July 12. Unfortunately, 'Z-5' is full of neat tricks like a lighted ballast water control panel under the mainsheet winch. The mainsheet itself runs under the deck and exits via the sheave at upper right to feed onto the carbon drum.



SC70 COURTESY BILL LEE/ ZEPHYRUS V COURTESY REICHEL/PUGH

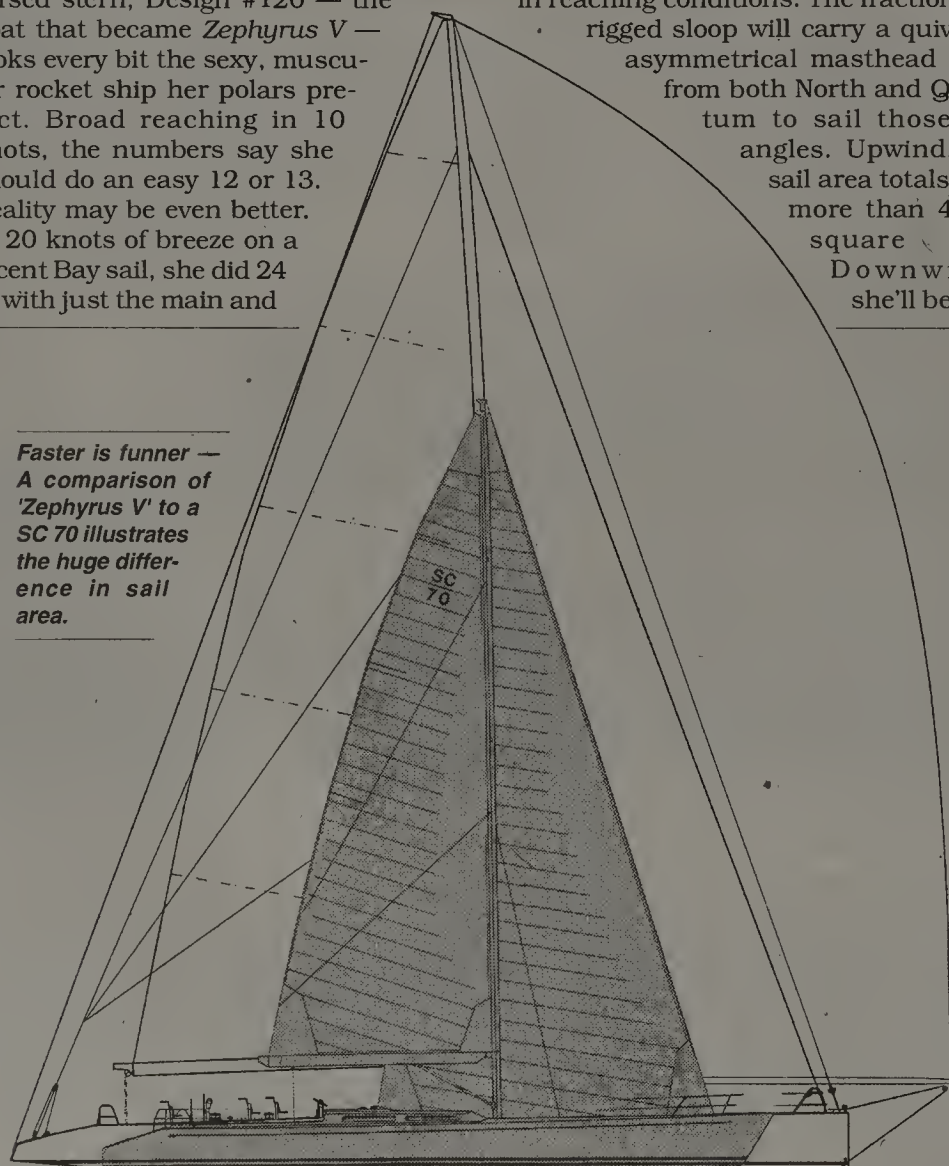
## MAXZ86 RULE\*

	min	Max	<i>Zephyrus V</i>
LOA	25m (82.5 ft)	26.2m (86.5 ft)	26.2m
Beam	5m (16.5 ft)	5.4m (17.8 ft)	5.4m
Draft	none	4.4m (14.6 ft)	4.4m
Dspl (empty)	19,000kg (41,895 lbs.)	21,000 kg (46,305 lbs)	19,562kg
P (mainsail hoist)	none	32.5m (107.25 ft)	32.5m
E (mainsail foot)	none	11m (36.3 ft)	11m
ISP (spin hoist)	none	34.7m (114.5 ft)	34.7m
IM (foretriangle)	none	30.5m (100.65ft)	30.5m
J (base of foretriangle)	none	10.1m (33.33 ft)	10.1m
SPL (spin pole)	none	14m (46 ft)	14m

\*These are only partial parameters for illustration. Rule is not yet complete.

and thus sail faster than the true wind in reaching conditions. The fractionally-rigged sloop will carry a quiver of asymmetrical masthead kites from both North and Quantum to sail those hot angles. Upwind, her sail area totals a bit more than 4,000 square feet. Downwind, she'll be able

**Faster is funner —**  
A comparison of 'Zephyrus V' to a SC 70 illustrates the huge difference in sail area.





# CLASS ACT

Leonard in rowing 'utility' roles. Pumping the grinders will be Gregg Weeger and Travis Wilson. That's the planned 16, although there was talk of putting two more aboard by race day.

**R**oy Disney is also a key player in this story. Although diehard competitors on the water, he, McNeil and others collaborated to create the maxZ86 Class. Reichel/Pugh also has the commission to design Disney his own 86, for delivery from a New Zealand yard in October of '03. A third player announced just before presstime was German software mogul Hasso Plattner, who has also given the design nod to Reichel/Pugh. Now the class is looking for other owners and designers to step up to the plate.

It was in a sense 'completing the circle' that the pioneers of this new class approached Bill Lee to engineer the new class rule.

Lee and a core group had put together the box rule for the TransPac 52 class after the '99 TransPac with the same goals in mind: fair, level racing with no handicaps; control by the owners of the boats rather

than an outside organization; and keeping even the earliest boats in the class competitive against the newest (or at least as close as possible), thereby greatly increasing their useful lives.

In a 'box rule', limits are put on length, displacement, sail area and so on. The designer has some latitude to work within those parameters, but — signifi-

**Above, 'Zephyrus V' goes sailing for the first time. Inset, interior is sensibly laid out, functional — and minimal.**

watch captain Gordon Maguire of Ireland (Team News Corp) and primary helmsman Guillermo 'Gizmo' Altadill of Spain (Assa Abloy). Altadill also did primary driving duties on Grant Dalton's winning catamaran *Club Med* in last year's The

*"We love the idea of not having to change the boat after every race."*

Race.

Elsewhere around the boat are more veteran big boat sailors, including David Tank and Mark Sims sharing bowman duties, Mark Callahan in the pit, Richard Mason and "Mighty Dave" Young trimming, and boat captain Fred Serafin and sailmakers Dave Armitage and Larry

cantly — none of those values can be 'traded' for advantages in other areas as they can with most of the current rating rules. (In IMS, for example, if you design a heavier boat — a disadvantage — you can trade that for more sail area — an advantage.) With a box rule, the boat either meets the limits of the box, or it

nately, race rules prevent her from using water ballast on this first Hawaii run, so a bigger, heavier bulb was added to partially offset this. (Discussion was ongoing at presstime over whether the one-time reconfiguration would change her — 180 PHRF rating.) Despite the 'handicap', the boat should still deliver some pretty spectacular VMGs. Some are even saying she may get to Kaneohe Bay before this Pac Cup's really big boat, the 147-ft Briand ketch *Mari-Cha III*. And she certainly still has the capacity to break the race record of 6 days, 14 hours, 22 minutes, set by Roy Disney's turbo'ed SC 70 *Pyewacket* in 1998.

Crew for the Pacific Cup sees skipper McNeil sharing the back of the boat with project manager John Bertrand (former Bay Area-based Olympic medalist and America's Cup veteran), and four recent Volvo Ocean Race alumni — tactician Dee Smith (*Amer Sports One*), British navigator Ian Moore (*illbruck Challenge*),

LATITUDE/ANDY



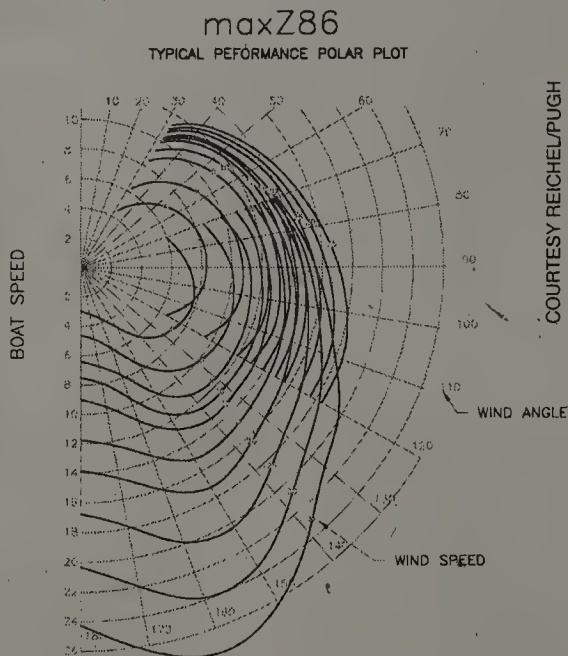
# ZEPHYRUS V

doesn't.

"This changes the designer's job from one of trading 'go slow' factors against 'go fast' factors in a handicap system to working with only the 'go fast' factors in the box rule," says Lee. "And new boats will not have better ratios of the critical proportions than the earlier ones. All of which should yield a boat with a long, useful life, excellent performance, and that is easier and more fun to sail."

"We all love the idea of not having to change the boat for every race," says Disney. "That's what I hope for with this project — that the rule will guarantee great racing, and attract people who want to go racing on the same terms. Not that we don't all like to go a bit faster than the next guy, but it's a lot more fun when it's a boat race."

About the only really bad news for West Coast sailors is that you're not going to be seeing much of *Zephyrus V* after this summer. At least for a few years. Although the boat will return to the Bay Area for further refinement after the Pacific Cup (and San Francisco Bay will



## 'Zephyrus's performance polars suggest spectacular performance

remain her homeport), she'll be departing in the fall for three to four years of pursuing all the classic ocean races of the world — hopefully and eventually in the company of maxZ86 owners Disney, Plattner, and anyone else who can make the investment to play at this level. (If you have to ask. . .)

Near term, those events, include the

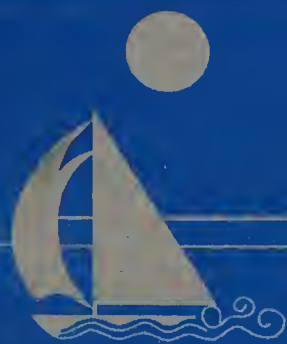
Isla Navidad Race in November, the Pineapple Cup race to Jamaica in February, and the New York to Hamburg Race next July. After that, as the class comes together, will come assaults on events like the Sydney/Hobart in 2003 and the Rolex Race Week in 2004.

In 2005, the maxZ86s return to the West Coast with planned participation in the Ensenada Race, TransPac and the Big Boat Series. (Note to boss: need bigger engines in the photo boat.)

So if you want to glimpse the future of sailing, the making of history, the shape of things to come — or just one of the most amazing boats ever to sail the Bay — plan on being out on the water the second week in July, when *Zephyrus V* and her crew will do final tuning for the Pacific Cup. Or come out to the Cityfront at 4:40 p.m. on July 12 and — in the words of one crewman — watch as McNeil and his gang "point the weapon at Hawaii and pull the trigger."

— latitude/j

To follow the adventures of *Zephyrus V*, log onto [www.zephyrus5.com](http://www.zephyrus5.com). For more information on the maxZ86 class log onto [www.maxZ86.com](http://www.maxZ86.com).



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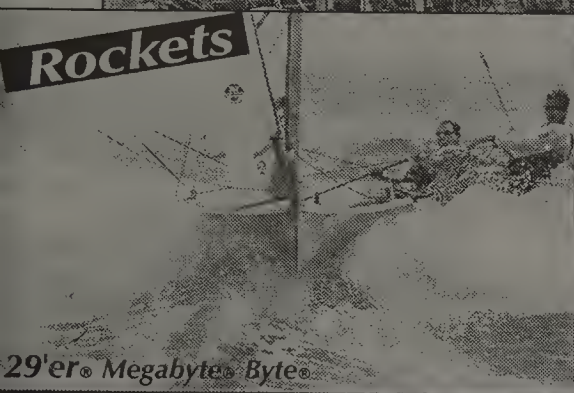
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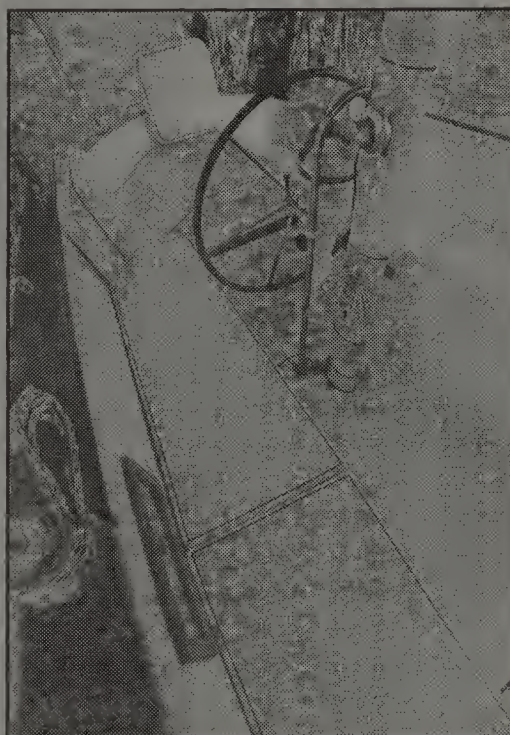
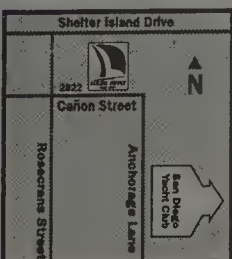
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LIVIN' ON





— **W**e had lunch the other day with old sailing friends. As we worked through the last few months of catching up, they eventually mentioned, "Oh yeah, and we also took a trip up to the Delta a couple of weeks ago. First time we've ever been there. It was really, really cool."

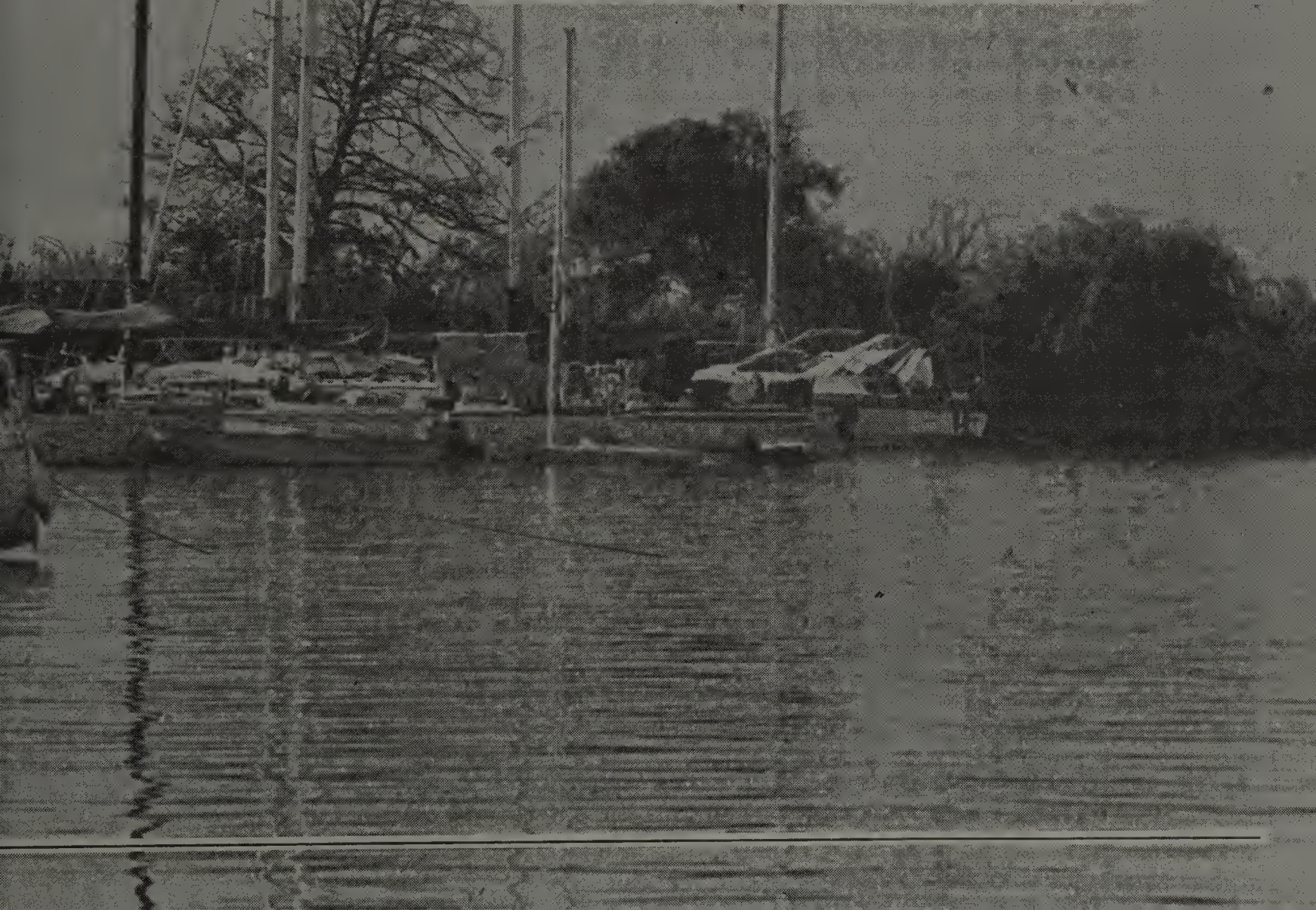
When we managed to clomp our jaw shut a few minutes later, we asked "For the *first* time?" We must have heard wrong.

"Yeah," came the reply. "Oh, I know you guys write about it every year, but we just never got up there before now. Everything you said about it is true by the way. It's warm, the people are 'country folk' friendly, has that Huck Finn 'lost in time' feeling — really is kind of hard to believe it's connected to San Francisco Bay."

Did we mention one of these people actually *worked* here at *Latitude* once? And this had been her first time to the Delta?

Then we got to thinking, maybe we're doing something wrong. We extoll the virtues of this 1,000 miles of meandering rivers and sloughs every year about this time — but maybe it shouldn't be coming from us. Maybe a Delta article should be coming from the people who know the place best — or better yet, a combination of old Delta hands and people who have only recently discovered the wonders of this one-of-a-

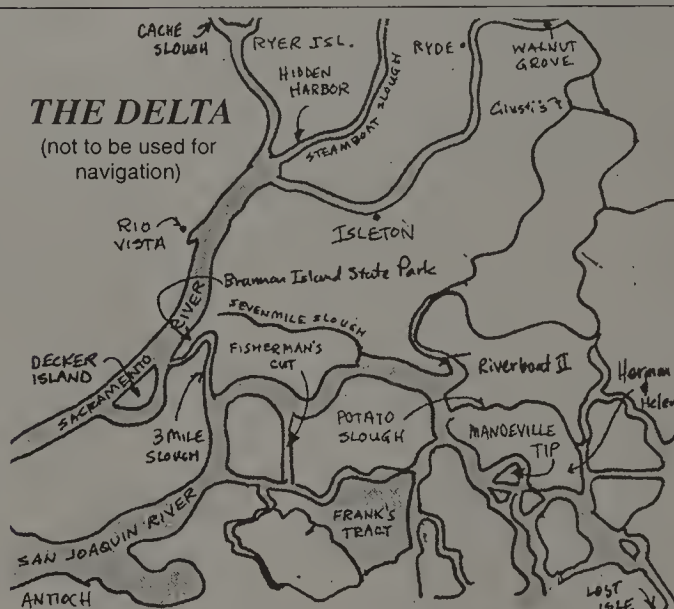
*Go to your bedroom! A stay at one of the 'bedrooms' (anchorage) at Potato Slough can do wonders for your attitude.*





kind summer cruising getaway only a few hours north of chilly San Francisco Bay.

So here's the deal — for the August issue, we'd like to run a feature article on the Delta comprised of your impressions, experiences and/or photos. Please confine these to positive or humorous aspects of your Delta experience with a PG rating. Well, okay, NC 17. Goof-ups and groundings are perfectly okay as long as nobody ends up in the hospital. Also please limit each impression or experience to about 500 words (that's two typewritten pages, more or less), or send several smaller anecdotes. If you had just one funny encounter with someone and can tell it in three sentences, send that. If all you have are great photos — particularly of smiling people having fun on sailboats — please send a selection of those, with or without a write-up.



Does this place look familiar? Send us your best Delta story or photo and we'll send you a Roving Reporter T-shirt.

If you have a computer, submissions, including scanned pictures, can be made via email to [johnr@latitude38.com](mailto:johnr@latitude38.com) (type 'Delta' as a subject). If you don't, send your tales to Latitude 38, 'Delta Tales', 15 Locust Ave., Mill Valley, CA 94941. And by the way, they don't have to be typewritten or double-spaced or any of

that prissy stuff you read in *Writer's Guide*. We've published items that were sent to us scrawled on paper bags or the borders of salt-caked charts. Long as we can read it, it's good enough.

The only real 'rule' you have to adhere to is time: to be considered for the August issue, we'll have to get your stories and photos by July 20 at the very latest.

What do you get in return besides undying glory as a contributor? Well, everyone whose story or photo is used gets an official Latitude 38 'Roving Reporter' T-shirt. You can't buy these — they are given out only to people who contribute writing or photography.

So get on it, people! We want to put together the best cross section of Delta tales ever. Maybe that will get the rest of you off your lazy stern quarters and headed up to one of the most enjoyable cruising grounds in the Northern hemisphere.

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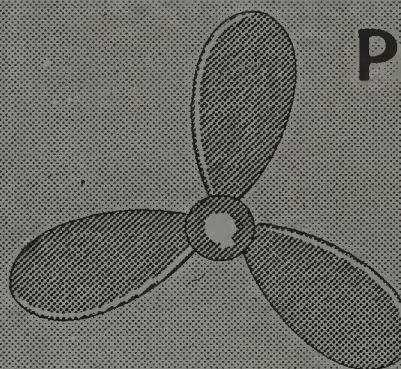
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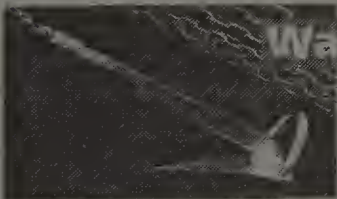
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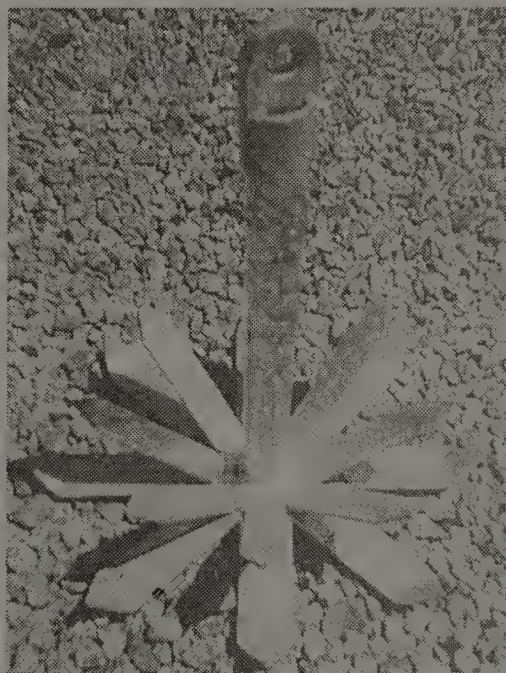
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# 2002 SINGLEHANDED TRANSPAC

**O**n the glorious morning of Saturday, June 15, it seemed like everyone was heading into the ocean. In virtually simultaneous starts, almost 90 boats in the Coastal Cup, the Crewed Farallones and the Singlehanded TransPac all traded tacks as they headed west out the Golden Gate.

While the racing was over for the Farallones boats that night, and the Coastal Cup boats a few days later, the eight boats in the Singlehanded TransPac fleet are still at sea as this was written a week later. And for most it will be at least another week before they cross the finish line and pull into lovely Hanalei Bay, Kauai.

Eight boats is the smallest fleet in 13 runnings of this biennial race (the biggest fleet was 38 in the second running in 1980; there were 23 starters in 2000), but certainly not the most insignificant. The cross section includes two former Solo TransPac'ers — Mark Deppe, a '96 veteran back with a powerful new J/120 specially tailored to singlehanded, and 'mystery man' John Guzzwell, who sailed this race in 1998. The latter — whose fame in the sailing world reaches back to a circumnavigation (and later book) aboard a self-built 21-footer called *Trekka* — preferred not to be included in our race preview article last month. We respected this privacy — with a caveat: If you do well, John, we'll have to talk to you!

Two other notable veterans dropped out before the start — 2000 defending

champion (on the *Black Soo Starbuck*) Greg Nelson cited scheduling conflicts, and Ken 'The General' Roper took a hellacious knockdown off Morro Bay on the way north. According to race chairman Rob Macfarlane, Roper's 31-ft Finn Flyer *Harrier* went over 135 degrees, scattering the contents of the boat everywhere inside and breaking some furniture loose. Ken, who was sailing with his daughter, returned south to make repairs.

In addition to Deppe and Guzzwell, that left Tony Carr (*Hobie 33 Tease*), Lou Freeman (*Swan 51 Seabird*), Jim Kellam (*Spencer 35 Haulback*), Erik Schwartz (*SC 40 Rusalka*), Jim Tallet (*J/33 Zapped*) and Steve Wilson (*Westsail 39 Westerly*).

At this writing, seven days into the race, all were well into the trades — and discovering how wonderful running under poled-out twin jibs could be. (Yes, spinnakers are faster, but remember, these guys have to balance sleep along with everything else.)

In fact, so far this whole Singlehanded TransPac has been one of the most pleasant sails to Hawaii in memory. Despite the pounding taken by boats in the Coastal Cup on Saturday afternoon, the singlehanders reported only bright, sunny conditions and 10 to 15 knot breeze farther offshore. "It's almost like we're in the tropics already," wrote Deppe the day after the start. Two days later, he added, "Another beautiful day.

**At 72, John Guzzwell may be the youngest-at-heart competitor in this year's race.**



---

# INTERIM REPORT





# 2002 SINGLEHANDED TRANSPAC



LATITUDE/JR

TransPacs aren't supposed to be like this! We have lucked out."

Perhaps predictably, the high pressure system has been a bit problematic and boats had to drop well south to keep the breeze. Most have now made it around the 'bottom' and are on the upward curve of the traditional 'S' course to the Islands.

**2002 Singlehanded TransPac starters (l to r, back row) — Erik Schwartz, John Guzzwell, Steve Wilson, Tony Carr, Jim Kellam. (l to r, front row) — Mark Deppe, Jim Tallet, Lou Freeman.**

As with any fleet big or small, the nice conditions don't mean any fewer gear glitches — just that they can be fixed in more pleasant conditions. Chafe has been the main villain, with self-unscrew-

ing shackles running a close second. *Haulback* was the first to lose a main to a chafed halyard. Thankfully, all the loose shackles so far have been seen and remedied before disaster struck.

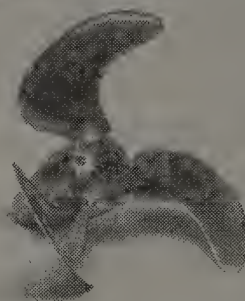
At this writing, Deppe's *Alchera* led the fleet and had just passed the midway point. The bad news was, she was slatting around the middle of the Pacific with no wind. *Rusalka*, *Tease* and *Seabird* were in an almost dead heat for second with DTF (distance to finish) numbers differing by only 13 miles. *Endangered Species* was the most northerly boat, *Haulback* had gone the farthest south.

We'll let you know how it all worked out in the next issue.

Until then, we encourage you to keep up with this race through the Singlehanded Sailing Society's webpage, [www.sfbaysss.org](http://www.sfbaysss.org). Mark Deppe has become the unofficial chronicler of this year's race and his daily updates have an engaging style that fits this race and these neat folks perfectly. Check it out.



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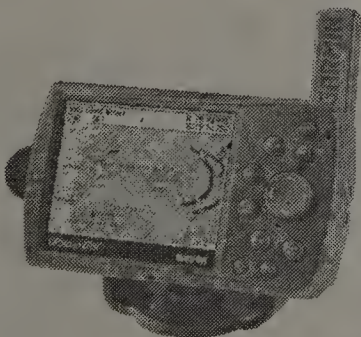


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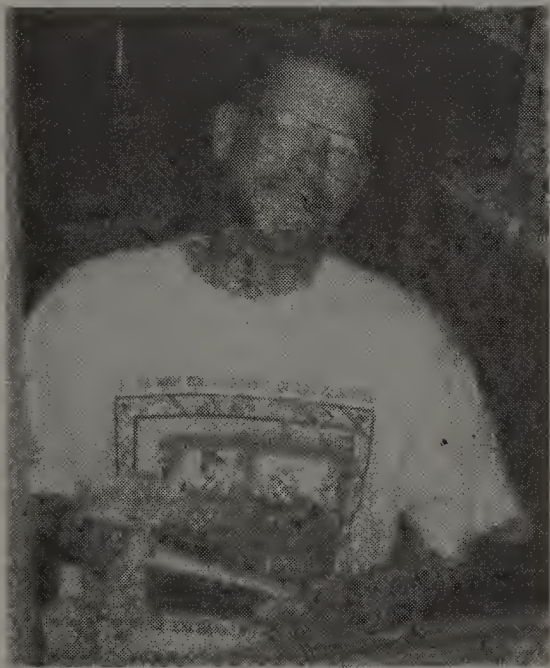
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# HOME FROM MEXICO

**S**ecret O' Life, my Union 36 cutter, is back in the Pacific Northwest for the first time in three years, as I just completed a 'clipper route' passage home



In this file photo from the Baja Ha-Ha archives, Terry is seen polishing up his favorite Margarita shaker.

from Mexico, singlehanded as usual. It was a pretty good passage, considering that I kept hearing HF radio reports about other cruisers getting hammered doing the 'Baja Bash'. Here's my report on the clipper route:

On April 22, I ran all over Z-town doing all the last-minute things necessary for a long passage. In my opinion, long ocean passages require the following: 1) a vessel capable and prepared for the intended voyage; 2) a positive mindset among the crew; 3) adequate water and provisions for the estimated duration of the trip — plus another 50%; and, 4) full fuel tanks and jerry cans.

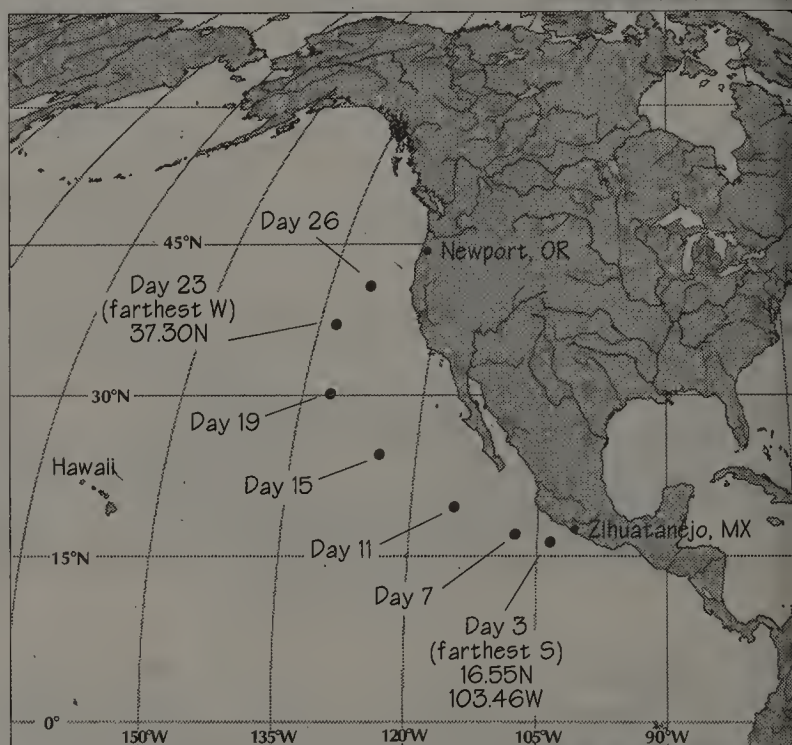
Items #1 and #2 go hand in hand, for the captain and crew of the vessel must have total confidence in their vessel's

herself. "Never get into a liferaft unless you have to step up," is a cliché that I believe in.

**T**he 'clipper route' involves sailing hundreds of miles to the west of Mexico until you get lifted by the northeast trades; sailing parallel to the west coast of Mexico and the United States; and finally flopping over to the other tack when you can lay your landfall. The name comes from the square-riggers of the 1800s, which didn't have motors, and thus couldn't do a 'Baja Bash' even if they had wanted to.

One of the hardest things about doing the clipper route is that you have to start out sailing southwest in light air rather than northwest. But I had made my peace with it. As I remember those first days of the passage, I have memories of drifting along at less than two knots and working several hours in the middle of the night trying to eke out another half a knot or at least stay on course. I had quite a bit of fuel, of course, but I didn't want to burn much of it at the start of a 3,500 mile voyage. On the good side, it was still the tropics, so the days were hot and the nights were comfortable. But as the days went on, I noted a slow decline in the water temperature, which seemed to progressively bring a drop in the nighttime temperatures. I knew the days would cool

perishables into the bilge, where they would be kept at water temperature. By this time the water temp was down to 70° and falling fast. The cheeses and yogurt I put in the bilge lasted the entire voyage. I couldn't put the four pounds of *aracherra* — marinated flank steak — into the bilge, so I made it into a stew. I kept it sealed in a pressure cooker and would reheat it to make a serving. I kept the rest in the pressure cooker until the next meal.



"Be careful what you wish for, as it might come true," is another saying that I subscribe to. During the first eight days of the passage, I'd had nothing but light air. Having made 100 miles on just one of those days, and having run the engine several times to charge batteries and to move us along on oily seas, I began wishing for wind. It was now the ninth day, it was blowing 18 knots, and I reefed in anticipation of what looked like even more wind. Was I going to

LYNN CAGLE

*One of the hardest things about doing the clipper route is that you have to start out sailing southwest in light air rather than northwest.*

ability to handle any challenges. There are countless stories of voyages that resulted in tragedy after the crew lost confidence in their vessel and abandoned her. In almost all cases, the crew would have been better off to wedge themselves into a corner and let the boat tend to

down too, as the trip progressed, especially when we would encounter overcast conditions.

Six days into the trip, I noticed that the refrigerator wasn't cooling as well as it should. Having no way to deal with it, I shut it down and moved most of the



# — VIA THE CLIPPER ROUTE

be granted more of my wish than I really wanted? I wouldn't get my answer for many more days.

On Day 10, we had settled into comfortable sailing in 15 knots of wind, when early in the morning I had the unusual experience of making contact by VHF with another vessel 375 miles to the north in Cabo San Lucas. Normally, VHF

is good for 30-50 miles at the most, but on occasion an atmospheric 'skip' allows more distant communications. The vessel I reached was *Fantasea*, which reported that friends aboard *Synchronicity*, which was finishing a circumnavigation, had that morning for a route passage to

Van-couver, B.C. Who knows, maybe we would have a mid-Pacific rendezvous? In any event, we both would end up sailing about 1,000 miles off the coast of California, hopefully with nice northeasterly winds as opposed to the normally much stronger winds closer to the coast. Even-

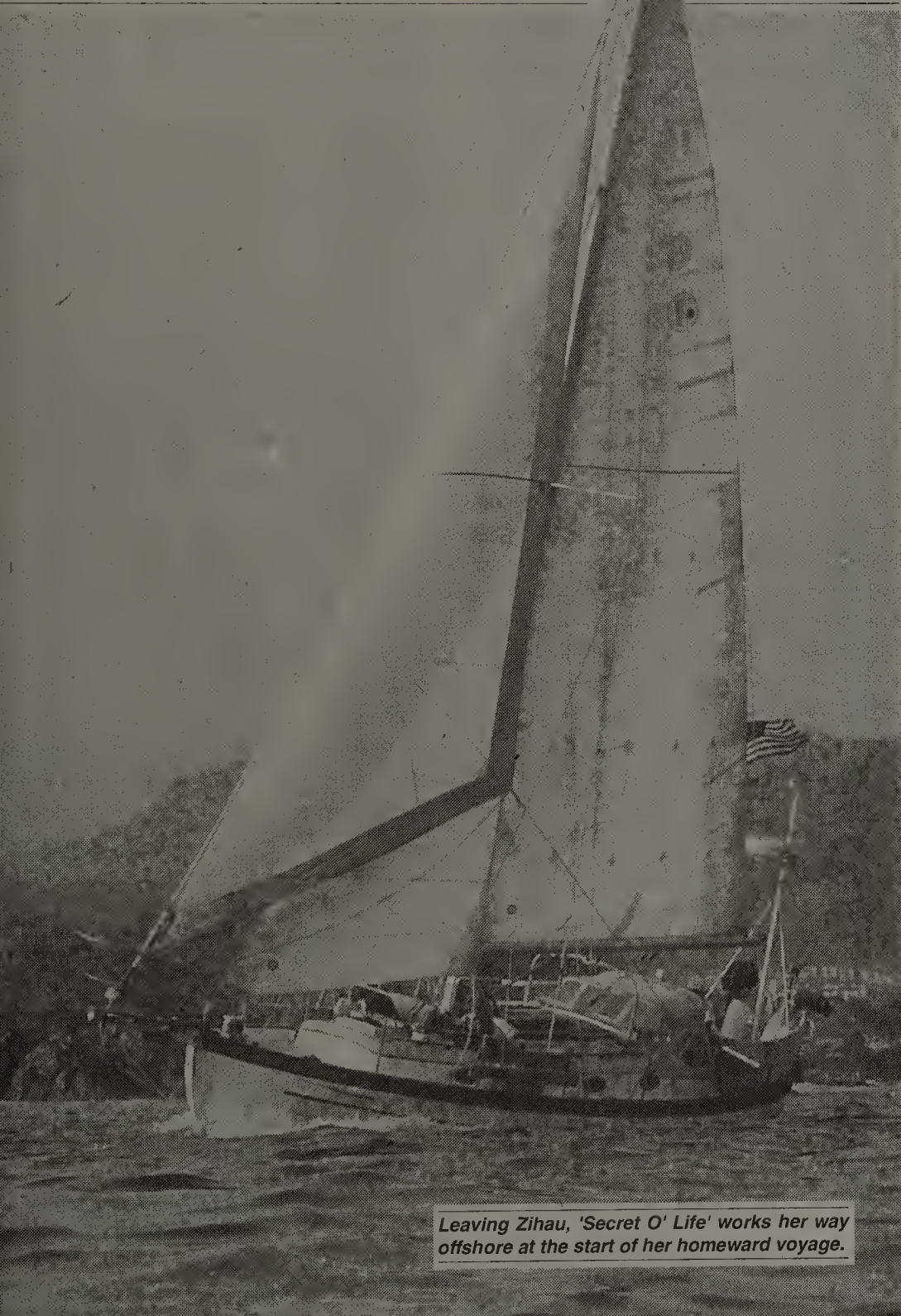
*I began to settle down, knowing it would be weeks before I would once again face the dangers of land.*

tually, we would get up to near the Pacific High, which, depending on its location, we'd have to go over or under. Once past the high, we could expect northwest winds, and therefore be able to bear off on a comfortable reach, with *Secret O' Life* heading for Newport, Oregon, while the family of four aboard *Synchronicity* would continue further north to Cape Flattery, Washington, and the Strait of Juan de Fuca. Even if we didn't see each other on the ocean, I looked forward to the possibility that we might be able to talk on the VHF.

Later on Day 10, after reefing the main to handle the steady 25 knots of wind, I sighted Isla Clarion, the most westerly of Mexico's islands. I passed within three miles on the windward side in seas that approached eight feet. After being offshore for 10 days, approaching Clarion — which reminded me so much of Molokai — brought butterflies to my stomach, since out here one worries not so much about the ocean as about land. I began to worry about unlikely things, such as a sail blowing out or the steering failing, causing us to be blown onto the rocky shore for sure! Once past the island, I began to settle down, knowing it would be weeks before I would once again face the dangers of land.

If nothing else, I was getting my wish for wind. In the next 24 hours, we made 144 miles — a very good day for a Union 36.

Day 11 brought more wind — and it also brought cold. I had to dig out the polar fleece pants, a sweatshirt, and something I hadn't worn in a long time — socks! But we were consistently moving along above seven knots, which is about the limit for my comfort. *Secret O' Life* has a theoretical hull speed of just 7.4 knots, so things start to get a little



Leaving Zihau, 'Secret O' Life' works her way offshore at the start of her homeward voyage.



# HOME FROM MEXICO

squirrelly as we approach that speed. So I prefer — especially on passages — to keep the speed at seven knots or less. The day also saw us cross our westbound track to Hawaii from May of 2000, although this time we were 10 days later. As I reviewed my log, I noted conditions

17 hours, I ran the engine to try to find enough wind to keep moving. It was a classic 'crossing the High' situation. At some point you motor for a day or two,

en route from Long Beach to Korea. Later that day, a westbound Nissan car carrier appeared. He reported that they had just come out of a gale 12 hours before and agreed with what I saw on the weatherfax — which was that the storm was to the east of us and would cause no problems. By late afternoon there was enough wind that we could make four knots, so I shut down the engine.

The next day I crossed my Hawaii-to-San Francisco track from July of 2000. It reminded me that it wasn't far from where I had endured a two-day gale on that passage. But the weather we had this time was far from a gale. *Synchronicity*, according to their roll call check-in, was still 150 miles behind us — too far for the VHF. It had been almost three weeks since I'd talked with anyone, and it would have been nice if I could have raised them.

The next two days provided more of

*A new weatherfax that night showed the low, with a full gale blowing on its west side, had now changed its southeasterly course and was heading directly over our position in the next 24 hours.*

were about identical at this spot on that voyage. It seems pretty consistent out here at 20°N. Later on, I could hear the Coast Guard in Los Angeles crystal clear on the VHF — even though they were 900 miles away!

During the next week, we made good progress to the north and were also sliding further to the west. We had three days above 135 miles, and three days above 145 miles. The comfort level was okay though, as we had been constantly on starboard tack, which makes it easier to use the galley. To pass the time, I read a bit, maintained a watch on the horizon, downloaded weatherfaxes from the shortwave radio to the computer, and listened to a couple of HF radio nets. *Synchronicity* checked in daily on the Seafarer's Net, so I was able to keep track of their position. I was staying about two days ahead of them and they were parallel to my track, so it didn't look as though we'd make contact anytime soon.

On days 19, 20, and 21, the mileage dropped a bit to the 110-120 range. Because of that and the latest weatherfax, I knew that we were approaching the Pacific High. The trouble with the High is that it moves around all the time. If it wants to move 600 miles in one day, no problem. So one questions the usefulness of tools such as the weatherfax when one's boat can only do 145 miles in a day at best. Weatherfaxes are good for planning, and are more helpful when the more stable and consistent weather systems settle in for the summer. By this time, though, it was often overcast and getting colder, with small rain storms moving through. So I spent an afternoon recommissioning my propane-fired bulkhead heater, an item I'd had no reason to use for three years!

Late on Day 20, the boat speed dropped to below two knots. For the next

or drift for several days waiting for the High to reposition itself and allow some wind to come your way. At this time the Pacific was all it should be: deep blue, calm, and not a cloud in the sky. Just wait and it will change, I thought.

Late on Day 21 and all through Day 22, it was back to squally, rainy weather with winds in the high teens and low 20s.

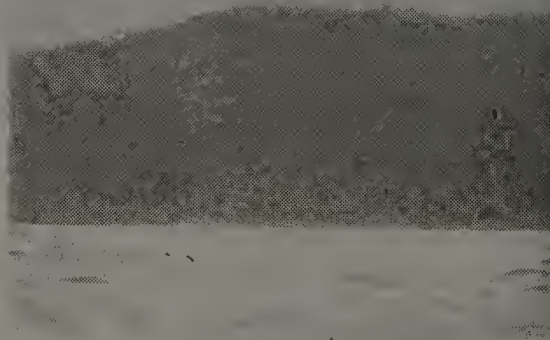


TERRY BINGHAM

**Above:** Close reaching near Isla Clarion in a 25-knot breeze. **Right:** 'Secret's cutter rig gives her a variety of sailplan options.

making it less comfortable than before. Giving the frequent changes in the weather, it seemed as though I was constantly putting in a reef or shaking one out.

On Day 23, there was no wind and I had to motor once again. Midmorning I saw my first vessel traffic since a small fishing boat on Day 3! It was a large tanker heading west. When I radioed him on the VHF, he advised that they were





# — VIA THE CLIPPER ROUTE

the same — mediocre wind and overcast skies with periodic drizzle — yet colder. But the weather in the Pacific is subject to swift change, for on Day 25 I sat in the cockpit reading while wearing just shorts! That evening a weatherfax showed a sizable low to the west that was building strength with the probability of developing gale winds. It looked as though the system would pass safely to the southwest of us, and that we'd get northwesterly winds in a day or so.

In the early morning of Day 26, the wind shifted quite a bit, causing me to flop onto port tack for the first time in weeks. I also started a schedule of weatherfaxes three times a day. By midmorning we were back to starboard tack with a reef in the main, and by noon a few rain squalls had blown through. While there was blue sky to the west, we were encountering at least three different swell patterns. It was roly, and no doubt there was a disturbance not far



TERRY BINGHAM

away.

By late that afternoon, I had put a third reef in the main because of winds I estimated at 25 to 30 knots from the southeast and a building swell. A new weatherfax that night showed the low, with a full gale blowing on its west side, had now changed its southeasterly course and was heading directly over our position in the next 24 hours. Like I said before, what can you do when the

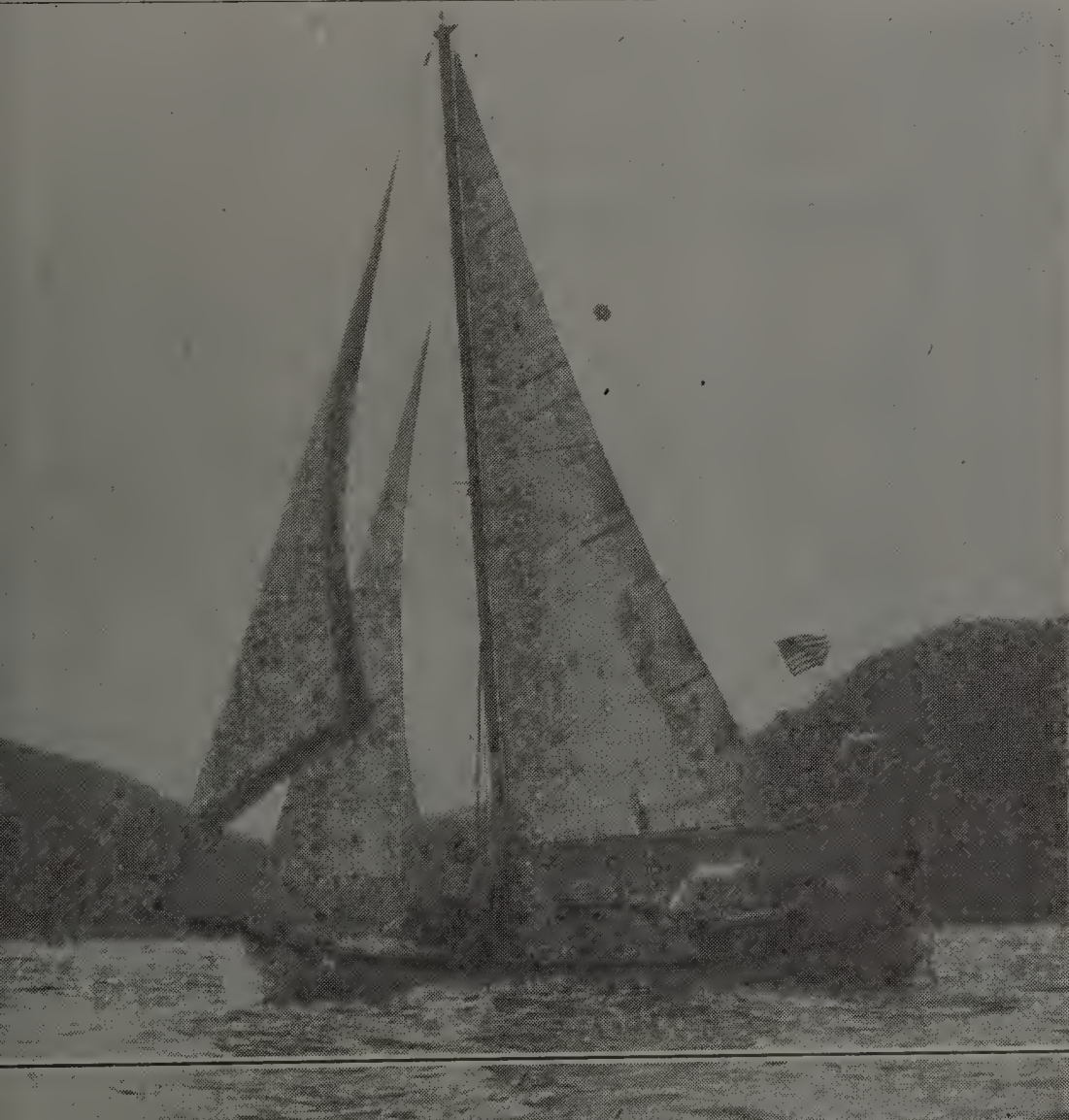
**When he reached the high, 600 miles west of San Francisco, Terry decided it was time to declare a 'laundry day'.**

weather moves at 40 knots and your boat only moves at six knots? All through that night and the entire next day it rained, and it blew 30 and 35 knots, with gusts to 40. It was out of the south and southeast, so holding a course for anywhere near Newport required staying fairly close to the wind — not the most comfortable point of sail in these conditions.

There was nothing to do but stay below wedged into the dinette while my boat took a constant pounding from six to eight-foot seas on the port forequarter. I continued to download weatherfaxes that showed me things I really didn't want to see. I was concerned for *Synchronicity*, because I knew they were closer to the 'bad side' of the low, and were probably encountering seas three times the size of the eight footers we were battling, and their course would keep them in the low longer than us, as we had already begun to head more easterly toward Newport.

It was while looking at the weatherfaxes that I noticed there was no high pressure in the eastern Pacific at all. I had never seen this before. The high had completely disappeared over the previous 24 hours, allowing this low and another behind it to dip much lower than usual. In fact, the high seas and most of the wind from this low would go on in the next few days to hit the coast of California from the Oregon border to Point Conception with high winds and huge surf. It was truly an anomaly, and I saw that the lowest pressure center of the low was going to not only head east with us, but would be curving north and staying right with us at least for another 12 to 18 hours. Oh joy!

On the morning of Day 28 I had only 75 miles to go into Newport. After seeing



LYNN CAGLE



# HOME FROM MEXICO

the wind moderate to the low 20s around 0300 hours, which allowed us to go back to the second reef for a while, I was once again on deck in the chilling spray, putting in that third reef as we pressed on into 6-foot seas trying to complete this passage. For several hours it blew 30 and 35 knots, but by noon, the wind was down to 20 and the sky was clearing. By 2 p.m. we were flying full sail with nothing but blue sky and the Oregon coastal range in the distance. High tide and slack current would coincide with our estimated arrival time in Newport, so we forged on ahead, making the sea buoy at the Yaquina River entrance at 2230 hours.

It had been just 28 days, 4 hours



TERRY BINGHAM

*After seeing very little traffic for most of the trip, Terry saw five ships in three hours during his final approach to Newport, OR.*

since I'd hauled up the anchor in Zihuatanejo, having covered 3,250 miles in 676 hours. Of those, 611 were under sail, and 65 were motoring. This is for a 12-ton vessel with a full keel, canoe stern, and just 32-feet of waterline. I've since talked with friends who did the Bash from Cabo to Southern California,

and they spoke of 150 to 200 hours of engine time while bashing 750 miles north into 30-knot headwinds.

We're now quietly moored in the marina at Newport where the long list of projects will be whittled down over the next few months. I'll spend a majority of my time in Bend, Oregon, helping my daughter and son-in-law with construction of their new home, but

will return to the boat regularly to prepare for the next passage. Where will I sail? I'm not sure, as I have no schedule. Maybe back to Mexico for another season, or off to Hawaii, the South Pacific and Indonesia. Then again, Ecuador and Chile have always held my interest, and could be attained by continuing south from Mexico.

Fair winds to all.

— terry bingham

# 20

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# 20

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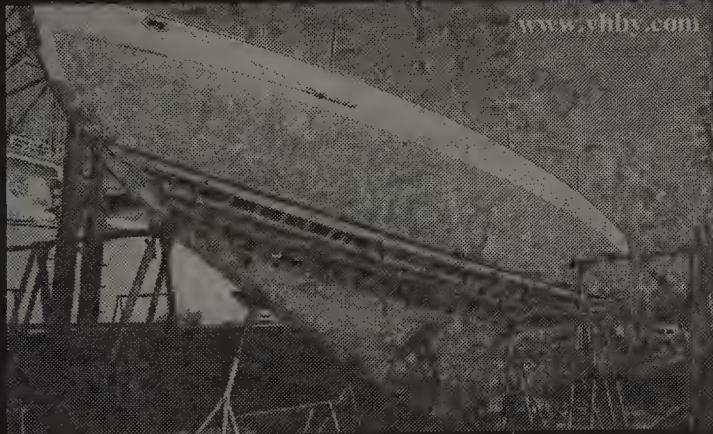
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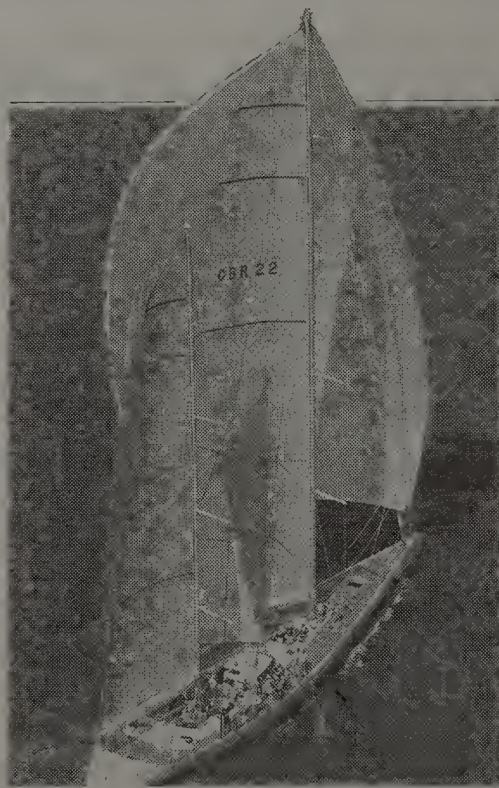


# PACIFIC CUP PREVIEW

The twelfth biennial West Marine Pacific Cup is almost upon us, with 72 boats poised to blast off from San Francisco for Kaneohe Bay, Oahu, during the week of July 8-12. It's a spectacular fleet, one which surely has the more-established odd-year TransPac Race — which has only fielded 33 boats the last two times — drooling with envy. Even the Pacific Cup YC brass are shaking their heads in disbelief — Nine SC 50s? Four SC 52s? Three TP 52s? *Pegasus 77*? *Zephyrus V* and *Mari-Cha-III*? As that famous ocean racer Bob Dylan once noted, "The times, they are a-changing."

Granted, there are still a fair number of 'mom and pop' teams on the entry list, but the emphasis this year has definitely shifted towards the grand prix end of the scale — or as far as you can go under the vagaries of the PCR (the Pacific Cup Rule, which is basically PHRF modified for downwind performance). It's the highest octane fleet yet for the Pacific Cup, and though the numbers are down from the record high of 78 boats in 2000, the total footage and number of people sailing is actually up. According to Pac Cup 'database guy' Jim Quanci, the 78 boats in 2000 totalled 3,194 feet vs. 3,246 feet this time.

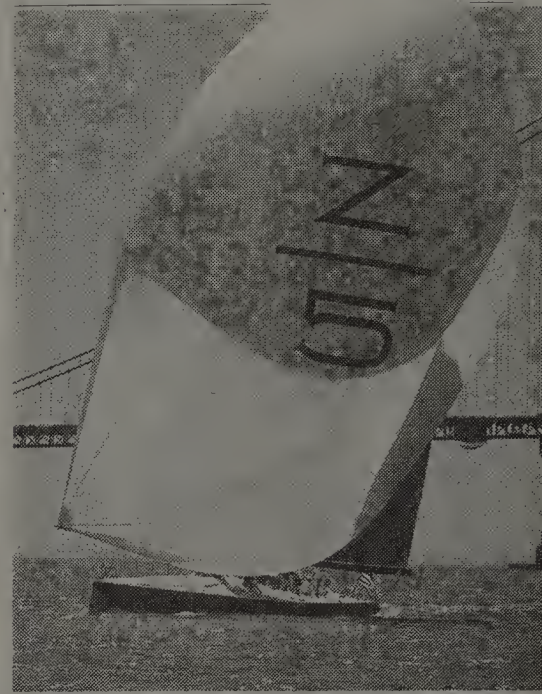
Eight classes will start the 2,070-mile downwind sprint over five days, with the little boats obviously heading off first. If you can only make it out to watch one start, don't miss the maxi boat send-off



*Shelter from the storm — The mighty 'Mari-Cha III's masts are 159 and 122 feet tall!*

Z-5 will be nimbler off the starting line, but the 147-foot MC-III should soon catch up and dominate the reaching portion of the race. Then, about halfway across, when the running starts, Z-5 will have the advantage. As always, Mother Nature — and a little luck getting off the coast — will be big factors in the outcome, especially in the overall standings.

A complete preview of this year's large and eclectic fleet would drive us over the edge, so instead we've broken the task down into the following random 'sound



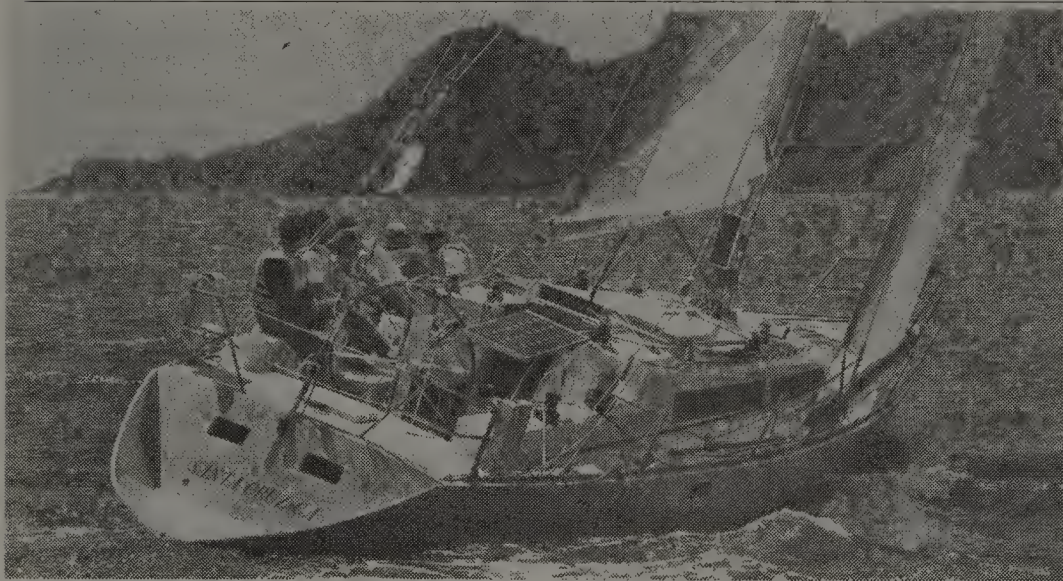
*Blowin' in the wind — The new 'Zephyrus V' sports 8,800 square feet of sail area downwind.*

our August deadline. But we'll burn — oops, we mean cross — that bridge when we come to it next month. Meanwhile, without further ado, let's take a quick look at this year's fleet:

**Maybe next time** — As usual, a bunch of boats signed up for the race and then withdrew for various reasons. Among the more prominent dropouts were a trio of SC 50s — *Lina*, *Haka*, and *Bay Wolf*. The 'best excuse' for dropping out — maybe the best excuse of all time — goes to the Seattle-based SC 27 *Giant Slayer*. That boat was stolen from Port Townsend in April and was just found up in Ketchikan, AK, as we were going to press. Her owner, David Garman, had been planning on doing this race for about ten years — and apparently may be reinstated at the last minute if he is able to put the project back together.

**Oregon boats** — The Beaver state will be eagerly represented by a quartet of Portland-based boats: *WyEast* (Cascade 36), *Victoria!* (Cal 40), *Kolohe* (J/130), and Steve Rander's Pac Cup legend *Rage*. Also, the Kalik 40 *Total Eclipse* is now sailing out of Oregon, though her hailing port is still listed as Annapolis. *Azul*, a new SC 52, lists an Oregon homeport, but is in fact based in the Bay Area.

**Washington boats** — Participation from the 'corner office' is off dramatically this year, with only three boats entered: the mysterious JDF-30 *Alakazam* (Anacortes), the Synergy 1000 *Synge* (Seattle), and the SC 50 *Anomaly* (Seattle). Our spies up north tell us that as a group,



ALL PHOTOS LATITUDE 38 AND PACIFIC CUP YC

on Friday, July 12, at 4:40 p.m. Watching the squeaky-new *Zephyrus V* and veteran *Mari-Cha III* marching out the Gate will be a stirring sight, and the ensuing 5-to-7 day match race (each currently rates -180) should be one for the ages.

*Desire — The SC 50 'Octavia' en route to overall victory in the 2000 race. Will she be able to defend her title against a much tougher fleet?*

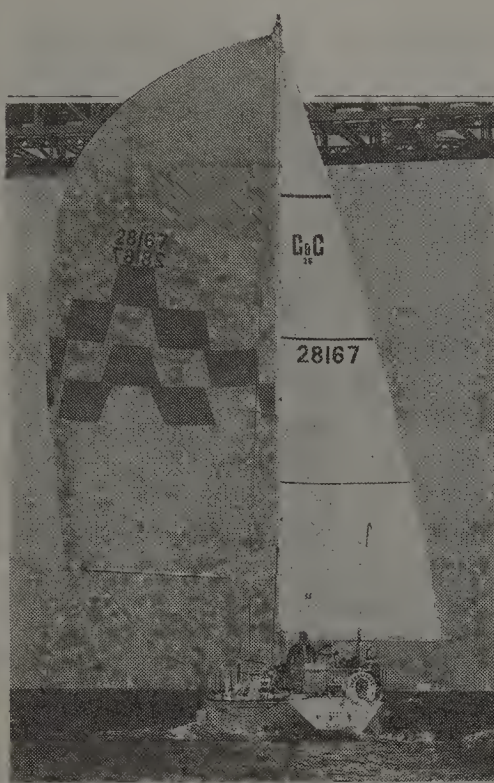
bytes'. Likewise, a coherent wrap-up article next month presents a bit of a challenge, as the race finishes right on top of



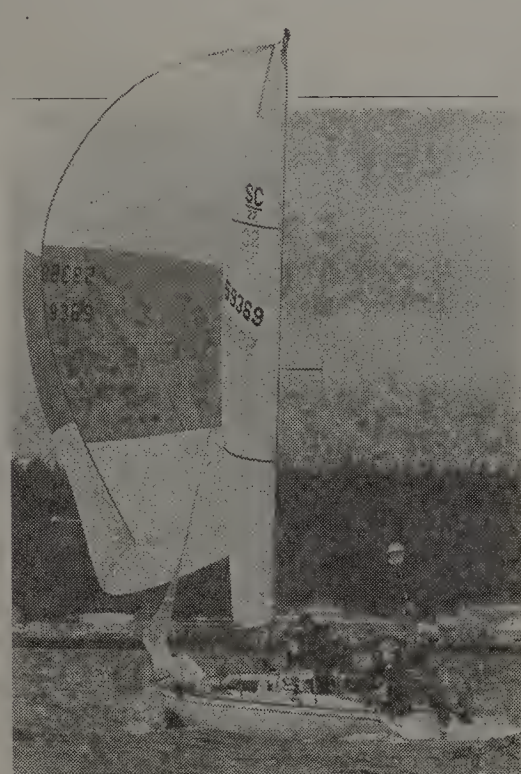
# — ALL ALONG THE WATCHTOWER



Knocking on heaven's door — 'Gone With the Wind' is one of nine SC 50s in the race.



Like a rolling stone — 'Shenanigans', a C&C 36, should do well among the smaller boats.



You gotta serve somebody — The SC 27 'Giant Slayer' was lost and found, and may race after all.

the OR/WA contingent is unlikely to set the world on fire this year.

**Hawaiian boats** — The veteran Sonoma 30 *Two Guys on the Edge*, sailed by doublehanded TransPac winners Dan Doyle and Bruce Burgess, will represent the Aloha state well. The SC 52 *Ariel*, formerly of Berkeley, is now also permanently stabled at the new Ko Olina resort on Oahu, with owners Jim and Diana Freeland splitting their time between the islands and the mainland. *Pegasus 77* and *Naughty Hotty* (aka *Punk Dolphin*) claim Hawaiian homeports, but in fact are both from the Bay Area.

**SoCal contingent** — Eight boats — mostly big ones — are making the trek up from the lower end of the state: *Alessandra*, *Fast Reorg*, 2001 TransPac winner *Bull*, *Chicken Little*, *M-Project*, *Cantata*, *Velos* and *J/Bird III*. Our crystal ball shows that three of them will bring home pickle dishes.

**Long distance award** — Three boats will fly foreign flags: the Ohashi 52 *Bengal II* (Japan), the Mumm 30 *Rainbow* (Germany), and the globe-trotting behemoth *Mari-Cha III* (England). *Bengal* is currently sailing over from Hawaii, where it stayed after doing last year's TransPac. The other two boats are already in the Bay Area.

**Most luxurious/best cuisine** — The hands-down winner in this category is *Mari-Cha III*, even in her stripped-down configuration. Though the cruising interior has been taken out for the race to save weight, the gorgeous wood-paneled owner's stateroom is still in place. It's

the utter lap of luxury, complete with a queen-sized bed and a marble-countered bathroom with a private shower. Check it out at [www.mari-cha.com](http://www.mari-cha.com). . . *MC-III* will no doubt serve up the best chow, too, as

second time in a row. Despite her advanced age, *Spirit* is still a frisky pony in a breeze. "We're thinking about installing red blinking LED bike lights on our stern pulpit so the big boats don't run

## Latitude's Quick Picks

**DIV. A** — *Spirit* is the sentimental favorite — a pretty old woodie, family team, came close last time. However, we figure that *Shenanigans* is the boat to beat.

**DIV. B** — *Victoria!* seems like the right horse for the course. This is the ever-shrinking cruising division, and someone in this group will win the fishing competition.

**DIV. C** — *Bodacious* is overdue for a win. *Petard* and *Mintaka 4* will be right up there, as will *Naughty Hotty* — assuming Bird concentrates on sailing instead of his fiancée/co-skipper.

**DIV. D** — *E.T.* will phone home a winner, though they are in a tougher class than last time. If they stumble, *Rainbow* and *Bull* will be right there.

**DIV. E** — *Octavia*, the defending champ, will once again roll and smoke the other SC 50s. The turboed *Gone With the Wind* has a great crew and will do well in marginal surfing conditions.

**DIV. F** — *Azul* is top-heavy with pros, including four round-the-world vets, and

should win the furniture division. *Cantata* will be up there, too, and the upgraded *Velos* (new keel, rudder, bigger sails and now painted white) could be a wild card.

**DIV. G** — *J/Bird III* has the crew and the momentum. *Peg-77*, *MC-III* and *Z-5* have a lot of rating to overcome — but you never know.

**DOUBLEHANDED** — *Two Guys on the Edge* has experience and an appropriate name. *Moonshine*, though not rated as well as when the Erkelens won, and *Wildflower* will also be near the top of the "double-hallucination" class.

**FIRST TO FINISH** — *Zephyrus V*, if it holds together.

**FIRST OVERALL** — *Octavia*, the best of the SC 50s — and SC 50s are still the ultimate Hawaii racers. Or, it could be the winner of Division G — using time-on-distance and a rated length of 1,950 miles, the deck is now stacked in favor of the bigger boats — ironically just like the TransPac.

a dedicated cook feeds her hungry 26-man crew.

**Oldest boat** — The S&S 34 *Spirit*, built in 1960, claims this distinction for the

us over!" claims owner Steve Lewis. Runner-up in the golden oldie category is the 1967 Cal 40 *Victoria!*

**Newest boats** — This will be the first



# PACIFIC CUP PREVIEW

race for *Zephyrus V* and *Rosebud*, both of which arrived in the Bay Area about a month ago.

**Knock on wood** — *Spirit*, *Rage*, *Petard*, and *Moonshine*.

**Pedal to the metal** — *Scorpio*, built of aluminum, is the only metal boat.

**Slowest** — The Wylie 27 *Wildflower* rates 216 under the Pacific Cup Rating (PCR) system, making it theoretically the slowest boat. Skip Allan and crew Tad Palmer get 386 minutes a mile from Z-5 and MC-III, which translates to an 8 day, 22 hour and 30 minute handicap! *Ripple*, a Santana 30 rating 209, also will enjoy a long trip.

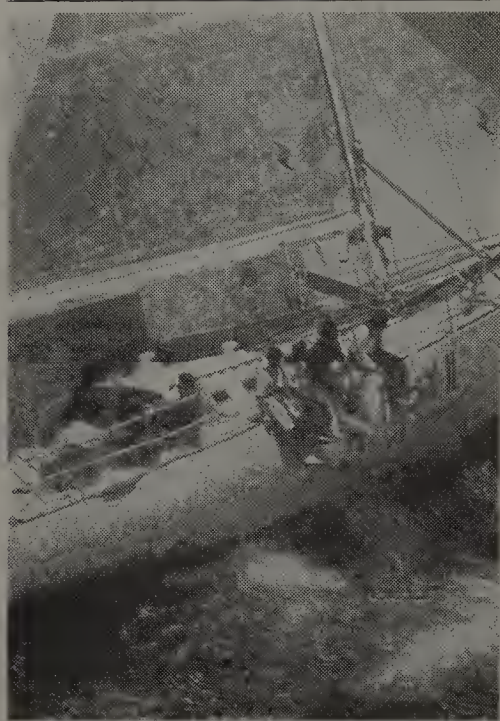
**Smallest** — The custom plywood Dog Patch 26 *Moonshine* — which won the '94 Pac Cup under former owners Bill and Melinda Erkelens — is the shortest boat in the fleet at 26 feet. However, the SC 27 *Andiamo* is narrower and more cramped below — picture a smelly, wet, vibrating pup-tent crammed with camping gear and you'll begin to appreciate what these doublehanders endure. The Express 27 *Mirage* and the triplehanded Antrim 27 *E.T.* will also be less than comfortable.

**Shoestring budget** — Any of the doublehanders, especially *Wildflower*. This is Skip's fourth Pac Cup with *Wildflower* (his first was in 1978), and he will be singlehanded back after "checking in with the dolphins at Hanalei Bay."

**Fastest** — MC-III and Z-5 both rate minus180 and are off-the-graph faster than any boat that has ever done this race before. Polars for Z-5 indicate she is potentially a day faster to Hawaii than her turboled precursors. The course record — 6 days, 14 hours, 22 minutes, set by the turbo SC 70 *Pyewacket* in '98 — will surely fall if there is any kind of breeze. After the '98 race, during which *Pyewacket* cleverly hung kevlar bags of water over the rail, water ballast was outlawed — so MC-III and Z-5 are sailing dry, deprived of their ability to sail to Hawaii even faster.

**Biggest budget** — See above. We shudder to think how much money is being spent on sails and salaries for this race — way more than any TransPac in history. Who would ever have thought pro sailors could make a living competing in the Pacific Cup?

**Most Pac Cups (boat)** — *ProMotion* is going for a record eighth time, while *Petard* is about to embark on her sixth trip. *Bodacious* and *Rage* will be doing their fifth Pac Cups. Twenty-four of the boats have done at least one Pac Cup, seven of which were DNF casualties in the 2000 drifter — "unfinished business," says



Long distance operator — The Japan-based Ohashi 52 'Bengal II' is one of three foreign boats entered this time.



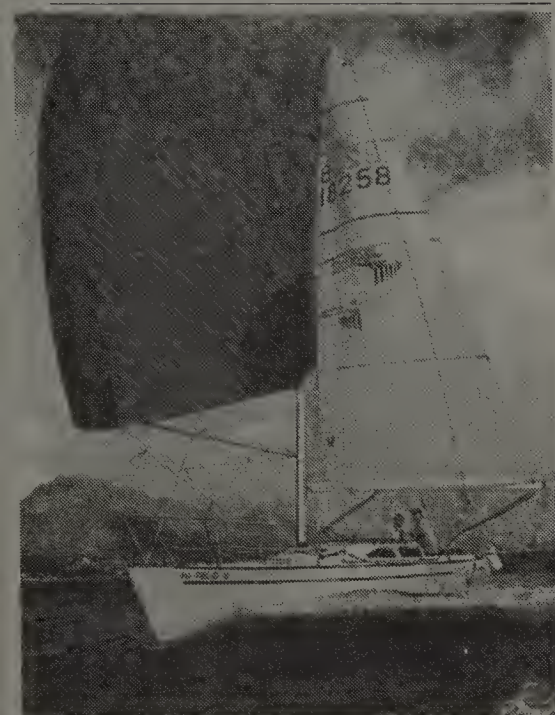
Slow train — The tiny Wylie 27 'Wildflower' is a tortoise among hares, but her crew knows a tad about skipping across the pond.

## 2002 West Marine

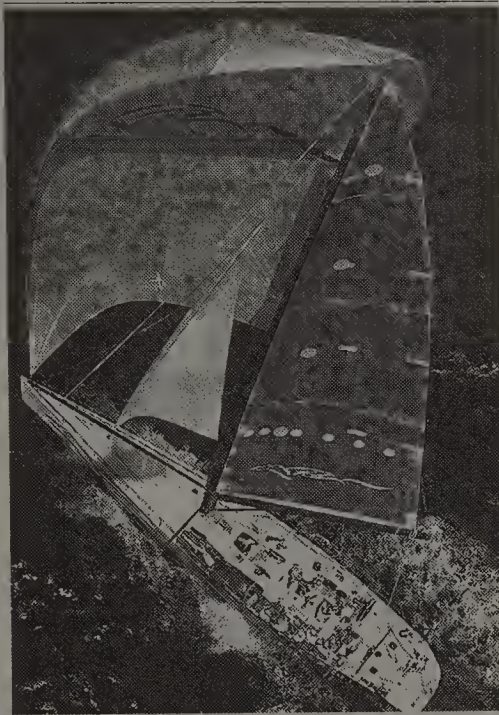
Yacht	Type	Owner	Hometown	PCR
DOUBLEHANDED (starts Mon., July 8 at 13:35)				
<i>Wildflower</i>	Wylie Cust. 27	Skip Allan/Tad Palmer	Capitola	216
<i>El Tiburon</i>	Passport 42	Michael & Rory Downing	San Francisco	146
<i>Andiamo</i>	SC 27	Mike & Tom Warren	Richmond	145
<i>Moonshine</i>	Dog Patch 26	Robert Ward/Mike Robinson	Pt. Richmond	136
<i>Mirage</i>	Express 27	Terry & Steve Cobb	Pt. Richmond	135
<i>Two Guys on the Edge</i>	Sonoma 30	Dan Doyle & Bruce Burgess	Honolulu, HI	117
<i>Little O</i>	Olson 30	Roger Groh/Jim Bengtson	Sausalito	109
<i>Surge III</i>	Express 37	C. Roskosz & Bob Henderson	Santa Cruz	101
<i>Elan</i>	Express 37	S. Hancock & R. Kelsberg	San Francisco	101
DIVISION A (starts Mon., July 8 at 13:50)				
<i>Ripple</i>	Santana 30	Roger Wise	Alameda	209
<i>Coyote</i>	Hawkefarm 28	Arnold Zippel	Richmond	195
<i>Coquelicot</i>	Ranger 33	Bob Gray	Berkeley	186
<i>Spirit</i>	S&S 34	Steve & Ann Lewis	San Francisco	186
<i>Gaea</i>	Tayana 37	Chalmers Ingersoll	San Francisco	183
<i>WyEast</i>	Cascade 36	Frank Colistro	Portland, OR	175
<i>First Light</i>	Isf. Packet 38D	Charles Shank	San Francisco	171
<i>Shenanigans</i>	C&C 36-1 DK	Michael Maloney	San Francisco	165
DIVISION B (starts Mon., July 8 at 14:05)				
<i>Sonata</i>	Morgan 38	Neal Berger	Sausalito	163
<i>Halcyon</i>	Olson 911-SE	Don Stoneburner	San Francisco	161
<i>Mimos</i>	Ericson 41	N. Winssinger & S. Barluenga	San Diego	157
<i>Alessandra</i>	Jeanneau 36.2	Francis Riegler	Marina del Rey	153
<i>Cayenne</i>	Passport 40	Michael Moradzadeh	Belvedere	151
<i>Victorial</i>	Cal 40 Mod.	Timm Lessley	Portland, OR	145
<i>Alcyone</i>	Hinckley 42	Jack McGuire	Aptos	137
<i>Total Eclipse</i>	Kelik 40	Karen & Gary Rossow	Annapolis, MD	129
<i>Free Spirit</i>	Jeanneau 40	Doug Perry	Jackson, CA	122
<i>Begula</i>	Beneteau 411	Dennis Ronk	Vallejo	122
DIVISION C (starts Tues., July 9 at 14:35)				
<i>Petard</i>	Farr 36 Mod.	Keith Buck	San Francisco	117
<i>Mintaka 4</i>	Farr 36 Mod.	Gerry Brown	San Francisco	116
<i>Sam</i>	Cust. Lucas 48	Tom Alexander	San Francisco	109
<i>Speedy</i>	Olson 30	Doug DuBois	Park City, UT	105
<i>Naughty Hotty</i>	Cust. Wylie 38	Susie Grubler	Lahaina, HI	104
<i>Setanta</i>	Baltic 42 DP	Gerard Sheridan	San Francisco	101
<i>Marishanna</i>	Wylie 38	John Freeman	San Francisco	94
<i>Bodacious</i>	Farr 40 1T Mod.	J. Clauser & B. Tosse	San Francisco	92
<i>Coyote</i>	Berret/Fauroux 40	Peter Cullum	Richmond	92
<i>Atakazam</i>	JDF 30	Paul Bergman	Anacortes, WA	88



# — ALL ALONG THE WATCHTOWER



Bringing it all back home — The aptly-named Sonoma 30 'Two Guys on the Edge' is the boat to beat in the doublehanded class.



This wheel's on fire — The revamped 'Pegasus 77', the '01 TransPac Barn Door winner, suddenly looks small next to 'Z-5' and 'MC-III'.

## Pacific Cup Entries\*

Boat	Type	Owner	Homeport	PCR
DIVISION D (starts Wed., July 10 at 15:15)				
VISION D	Antrim 27 Mod.	Todd Hedin & Liz Baylis	San Francisco	85
T	SC 40	Robert Stege	Santa Cruz	65
ProMotion	Mumm 30	Bert Dietrich	Hamburg, Germany	64
Rainbow	Cust. Elliott 46	Charles Breed	Alameda	59
Avado	SC 40 Mod.	Fred Hibberd, Jr.	San Francisco	56
olution	Cust. Wylie 42	John Siegel	Santa Cruz	48
Scorpio	Synergy 1000	Mike Amiraull	Seattle, WA	45
ynge	Cust. Hunter 50	Tom Dameron	Marina del Rey	41
ast Reorg	J/130	Bob Musor	San Francisco	36
ceptre	J/130	Mark Tilden	Portland, OR	34
loche	Sydney 40T	Seth Radow	Marina del Rey	19
ull				
DIVISION E (starts Thurs., July 11 at 15:55)				
omally	SC 50	William Elmer	Seattle, WA	12
ntropy	SC 50	Bart Schneider	Crystal Bay, NY	2
White Caps	SC 50	Bob Nance	San Francisco	0
oller Coaster	SC 50	Jack Gordon	Santa Cruz	0
ctavia	SC 50	Shep Kell	Santa Cruz	0
hicken Little	SC 50	Bruce Anderson	Long Beach	-3
axaca	SC 50	Patti & Dick Cranor	San Francisco	-5
mily Carr	SC 50	Ray Minehan	Sausalito	-6
one With the Wind	SC 50	B. LeRoy & J. Cascino	San Francisco	-9
DIVISION F (starts Thurs., July 11 at 16:10)				
ity Lights	SC 52	Tom Sanborn	San Francisco	3
riel	SC 52	Jim & Diana Freeland	Ko Olina, HI	-9
antata	Andrews 53	Ron Kuntz	Oceanside	-14
natazak	SC 52	Steve Williams	Santa Cruz	-15
zul	SC 52	Barry & Wo Schiffman	Cape Arago, OR	-15
Project	J/N 50	Manouch Moshayedi	Newport Beach	-16
elos	Tantrum 72	Kjeld & Borge Hestehave	San Diego	-39
engel II	Ohashi 52	Yoshiniko Murase	Hekinan, Japan	-51
DIVISION G (starts Fri., July 12 at 16:40)				
osebud	R/P TP-52	Roger Sturgeon	San Francisco	-81
lta Vita	Day TP-52	Bill Turpin	Santa Cruz	-81
Bird III	And TP-52	David Janes	Newport Beach	-81
age	Wylie 70	Steve Rander	Portland, OR	-102
egasus 77	R/P 77	Philippe Kahn	Honolulu, HI	-156
ephyrus V	R/P 86	Bob McNeil	San Francisco	-180
ari-Cha III	Brian 147	Robert Miller	Hong Kong	-180

as of June 21, 2002)

Skip Allan, one of the victims last time.

**Most Pac Cup (sailors)** — John Clauser (*Bodacious*) will notch his ninth Pac Cup, the most ever by any person (Jim Corenman has done eight, but is sitting this one out). Clauser shall henceforth be addressed as 'Mr. Pacific Cup', and must be treated with the respect that this lofty new title conveys. Meanwhile, the following sailors are going for their eighth time: Bobbi Tosse (*Bodacious*), Steve Rander (*Rage*), Jim Quanci (*White Caps*) and Paul Kamen (*Ariel*). There are probably two dozen other folks with five or more races under their belts — please identify yourselves!

**Most represented yacht club** — Santa Cruz YC is sending eight boats (*Alcyone*, *Natazak*, *Oaxaca*, *Octavia*, *ProMotion*, *Roller Coaster*, *Rosebud*, *Surge III*). Other boats which are Santa Cruz-based, but sailing for other yacht clubs, include *Pegasus 77*, *Alta Vita*, *Scorpio*, and *Wildflower*. It seems like half the town is going to Hawaii! Other yacht clubs with healthy turnouts are St. Francis (7), Richmond (6), and Berkeley (5).

**Nice perks** — The SC 40 *ProMotion*, flagship of race sponsor West Marine, will once again be staffed exclusively by 'associates' from all around the country. Robert Stege, who works at their Watsonville headquarters, will head up the coed group, which was picked by sailing resumé. Another group of 'associates' will bring the boat home — hopefully they are all getting paid for their 'field research'.

**Charters** — Club Nautique is sending two pay-to-play efforts, the Jeanneau 40 *Free Spirit* and the custom Hunter 50 *Fast Reorg*. The Express 37 *Elan* is also under charter to a pair of doublehanders. For whatever reason, there are less charters than usual this year.

**Rockstars** (see also 'sailmakers' and 'navigators') — Anyone sailing in Division G, particularly those drawing paychecks on *Pegasus 77*, *Zephyrus V* and *Mari-Cha III*. Also, Keith Kilpatrick (*Azul*), Liz Baylis and Jim Antrim (*E.T.*), and others.

**Sailmakers** — Jeff Thorpe (*Alta Vita*), Chris Shining (*Azul*), Kame Richards (*White Caps*), Mark Golsh (*Natazak*), Bill Colombo (*Rage*), Dave Hodges (*Rosebud*), Robin Sodaro (*Oaxaca*), and Seadon Wijzen (*Gone With The Wind*).

**Hot navigators** — Gerry Swinton (*Octavia*), Paul Kamen (*Ariel*), Bill Biewenga (*Azul*), Pete Heck (*J-Bird III*), Mark Rudiger (*Pegasus 77*), Ian Moore (*Zephyrus V*), Skip Allan (*Wildflower*), Robbie Wallace (*M-Project*), Don Snyder (*Natazak*). There are others — you know who you are.

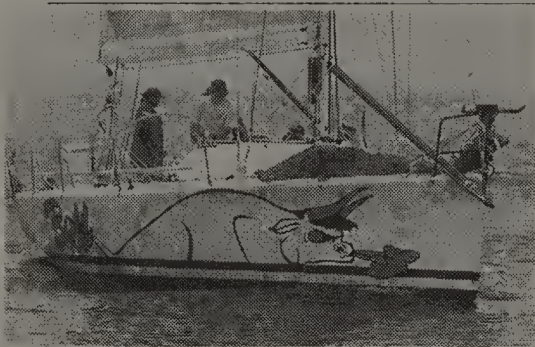


# PACIFIC CUP PREVIEW

**Married folk** — Bobbi Tosse and John Clauser (*Bodacious*), Jim Quanci and Mary Lovely (*White Caps*), Steve and Ann Lewis (*Spirit*), Joan Garrett and Bob Musor (*Sceptre*), Gordie Nash and Ruth Suzuki (*Sceptre*), Dick and Patti Cranor (*Oaxaca*), Liz Baylis and Todd Hedin (*E.T.*), Jim and Diana Freeland (*Ariel*), Michael and Rory Downing (*El Tiburoni*), and others.

**The Love Boat** — The Pt. Richmond-based Lucas 48 *Sam* will be sailed by three couples: owners Tom and Sharon Alexander, Tim and Karin Knowles, and Del Olsen and Gail Yando.

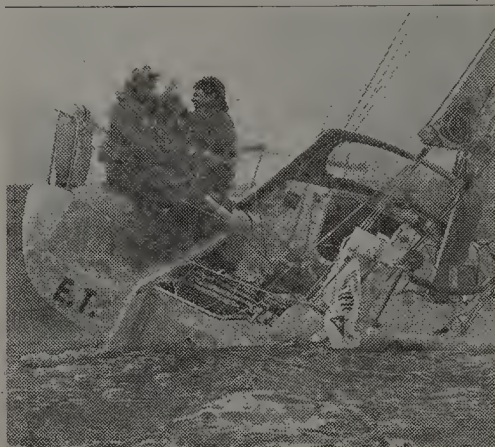
**Family values** — The one tonner *Coyote* is a 100% family team — owner Peter Cullum is taking his 72-year-old dad Douglas and his two sons, Blake (17) and Jason (15). *Ariel* is another family that plays together: The Freelands are taking their two sons, Neil and Ryan, and their brother-in-law Michael Ganahl. Other family units include *Victoria!* (Timm Lessley and his parents, Don and Betty), *Spirit* (Steve and Ann Lewis and their 20-year-old son Patrick), *Velos* (Borge Hestehave and his son Kjeld; Kers Clausen and his 17-year-old daughter B.J.), *Gone With the Wind* (siblings Chris and Phil Perkins, Bill LeRoy and son Mike LeRoy), Jon Shampain and son Erik (*Cantata*), brothers Mike and Tom Warren (*Andiamo*) and many others.



**New morning** — The Sydney 40-T 'Bull', the '01 TransPac winner, hopes for a similar result.

**Sistership predictions** — The Ouija board indicates *Sceptre* over *Kolohe* (J/130s); *Surge III* over *Elan* (Express 37s); *Solution* over *ProMotion* (SC 40s); *Azul* over the other three SC 52s; *J/Bird III* over the other two TP 52s; *Octavia* over the eight other SC 50s.

**Ulterior motives** — *MC-III* is apparently winding her way towards the America's Cup in New Zealand, and *Ariel* and *Two Guys* are returning to Hawaii. As opposed to past years, we've only heard of one boat using the Pac Cup as the first leg of a cruise — Jonathan Livingston plans to marry his fiancée



**Just like a woman** — Liz Baylis and her Antrim 27 'E.T.' are back to defend their class title.

Susie Grubler after the race, and then honeymoon in the South Pacific on *Naughty Hotty*, which may be renamed *Punk Dolphin* again by then.

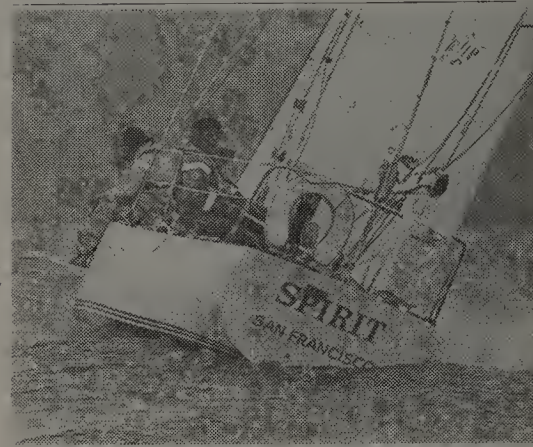
**Three's company** — There are fewer doublehanders than usual this year, but more triplehanders, notably *E.T.*, *Naughty Hotty*, *Speedy*, and the Hawkfarm *Coyote*. Are they onto something?

**Oldest/wisest crew** — We're not really sure who the 'elder statesman' is this time, though we suspect it may be 72-year-old Douglas Cullum (*Coyote*). As a group, we're told *Petard* may have the distinction of being the oldest crew. We're pretty sure there are about a dozen or so current Pac Cuppers old enough to receive Social Security checks, and we salute these folks for still having the energy and enthusiasm to sail in this race. However, the trend — for better or worse — seems to be toward younger crew.

**Youngest crew** — Sam 'Shark' Kahn, a grizzled offshore veteran at age 12, will be crewing on his father's *Pegasus 77*. Shark has already done a Pacific crossing, winning the TransPac overall last year on the same boat.

**Four-legged crew** — *El Tiburoni*, a Passport 42, will be taking a cat named Snowball for the second time. Snowball needs a win this time to ensure future induction into the Offshore Sailing Feline Hall of Fame (alongside Rambo, the 'Hobie cat' that stowed away on last year's windy Coastal Cup).

**Number of boats with 125% jib credit** — About three-quarters of the fleet has picked up six seconds per mile by leaving their genoas on the dock. That trans-



**Forever young** — 'Spirit' may be the oldest boat in the fleet, but she's still quite competitive.

lates to about 3.5 hours of corrected time, well worth it if it's a windy race.

**Name game** — *Coyote* is a popular name, with two such boats entered in the race — a Hawkfarm and a one tonner. Names we personally like include *Entropy* and *Petard* (look them up in the dictionary), *White Caps* (the owner is a dentist — get it?), and *Bull* — which pretty much describes this preview.

**E**nough already — let the games begin! We, like you, will be watching the race unfold at [www.pacificcup.org](http://www.pacificcup.org), which will be updated daily around noon with position reports and email comments. We can hardly wait! This promises to be the most competitive and interesting Pac Cup ever — the year that the 'Fun Race to Hawaii' shed its low-key rally mentality, and blossomed into a full-fledged race. Some old-time PCYC officials aren't entirely happy with this development, but to lean on Dylan again — "Don't think twice, it's all right."

*Latitude* wishes all Pac Cuppers a safe and successful trip. Remember, only

## Pacific Cup Hall of Fame

Year	Winning Boat	Type	Skipper	# of Boats
2000	<i>Octavia</i>	SC 50	Shep Kett	78
1998	<i>Water-Pik</i>	Newport 30	Robert Nance	68
1996	<i>Illusion</i>	Cal 40	Stan Honey & Sally Lindsay*	66
1994	<i>Moonshine</i>	Dogpatch 26	Bill & Melinda Erkelens*	52
1992	<i>Team Bonzi</i>	Moore 24	Frank Ansak & Jim Quanci*	47
1990	<i>Oaxaca</i>	SC 50	Jim Ryley	51
1988	<i>Saraband</i>	Westsail 32	David King	28
1986	<i>Sweet Okole</i>	Farr 36	Bobbi Tosse	26
1984	<i>Magic Carpet</i>	Smith 42	Steve Rander	15
1982	<i>Temptress</i>	Swede 55	Jim Walton	22
1980	<i>Merlin</i>	Lee 67	Norton Smith	43

\* doublehanded

eight boats will win their classes, and only one lucky boat will win overall — so be sure to enjoy the sailing, the ocean, and the company of friends.

— *latitude/rkm*



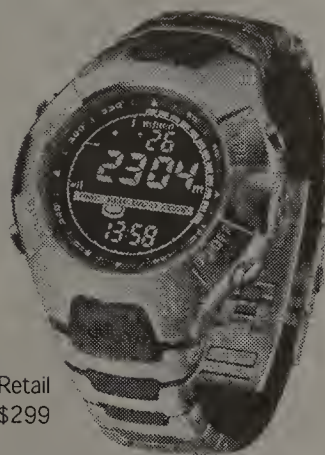
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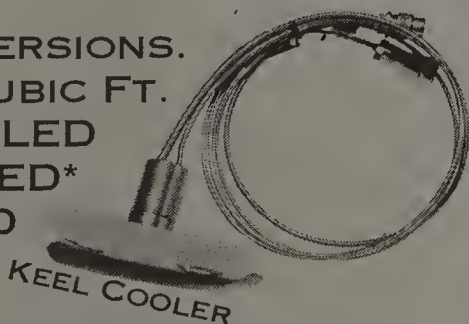
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# MAX EBB

I really thought my entry form was complete. But no, reading the fine print as I walked into the yacht club to drop it off in the race committee mailbox, I discovered that this year they want a copy of the PHRF certificate attached to the

before the deadline. I ran down to the boat, found the certificate, ran back up to the club, and I was in luck: the office,

"I have a perfectly good copy machine at home," I said with exaggerated indignation. "This is an emergency."

## DR Log

date		time		water temp		barometer	
				°F		mb	
log reading	latitude / longitude	estimated speed	course steered	apparent wind angle	true wind direction	true wind speed	
time	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°
	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°
	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°
	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°
	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°
	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°
	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°
	°	average since last entry	k	°	P S	°	°
:	°	new value	k	°	P S	°	°

entry form.

"Do you really need the certificate?" I asked the Race Committee Chair, who happened to be sitting at the bar. "My rating hasn't changed in years, and this is just a beer can series."

"No exceptions," he scolded. "Remember that boat last year that was always switching back and forth between big and small jibs, and how much confusion that caused? Not anymore. No excuses. Period."

There was no convincing this guy. But wait, the certificate was in the chart table on my boat, and if I could find a way to make a copy, I could get the entry in just

door was open and our vice-commodore was busy on the accounting computer.

"Mind if I make a quick copy on the club Xerox machine?" I asked as I walked into the office, not really intending to wait for the answer that I was sure would be affirmative.

"You're going to have to wait your turn," he informed me. "This is a popular place right now."

It was Lee Helm, of all people, in front of me on the copy machine.

*"The main purpose of this log is to record what the wind is doing."*

"Hi Max," she said without looking up. "Came to mooch some toner, too?"

"For sure," she said, dismissing my attempt to make my document sound more urgent than hers. "This is an emergency, too. And look, I got this old machine to handle card stock. That should keep the log pages in much better condition later in the race."

I walked closer to the machine and looked down at what was filling up the output tray. The copier creaked and groaned as pages came out: Stiff cardboard, double sided, printed with a strange-looking form. It was labeled "DR and Radio Log" across the top.

"Don't tell me you still keep a DR log," I said in astonishment.

"Okay, I won't tell you that," she quipped.

"Really, Lee, with a GPS in every



## — ROLLING OFF A LOG

crew's pocket, don't you have more important things to do during an ocean race than keep a DR running?"

chair in front of the computer. "There was one race up by Bodega Head a few years ago when the LORAN skipped a wave-

to that, so you're always on the headed jibe, it's good for a lot of distance in a downwind race."

"I see you still record all the usual speed and course data," I said as I pulled one of the cards off the output tray to

radio log	
sail changes	remarks

Sample page from Lee Helm's DR log. "Most of the logbooks you can buy in the store don't even have a place for the obvious, because they were designed early in the last century," she explains.

"Get a clue, Max. I don't use the DR for navigating. At least, not unless the boat is hit by lightning and every bit of electronics blows — and that's about as likely as a Westsail winning a race to Hawaii."

"Uh, that happened one year," I pointed out.

"You know what I mean, Max. As long as we bring a waterproof bag of double A batteries, there just aren't any likely scenarios left that cause us to lose GPS positioning. And like, if the whole GPS system goes down, then we probably have much worse problems than a little position uncertainty 'til we have our first celestial fix."

"I dunno," the vice-commodore remarked as he swiveled around in his

length, near a baseline extension or something. If we hadn't been keeping a good DR plot we never would have caught it, and would have been miles off course."

"That was then and this is now," Lee answered.

"So why the fancy log form?" I asked.

"Wind tactics," she answered. "The main purpose of this log is to record what the wind is doing. I mean, sometimes you can spot a diurnal trend, like when the wind shifts a little to the south late at night and then shifts north again during the day. If you synchronize the jibes

have a closer look.

"For sure — jibe angles, boat speed, course steered."

"And I see you leave a space to copy the latest position, which I guess comes straight from the GPS."

"Gotta have it  
down on paper

somewhere "til we can plot it out," she said. "Most of the logbooks you can buy in the store don't even have a place for the obvious, because they were designed early in the last century. And like, see how I fix the usual problem of the crew writing down the conditions right after a change instead of averaging?"

I studied the log form some more, and



noticed that to the right of the boxes for the latitude and longitude, each entry was divided into two lines. The upper line was labeled "average since last entry" and the lower line was labeled "new value." Lee could see I was confused by this — it was unlike any other logbook I had ever seen or used.

"We try to be really strict about drivers always logging in right after they come off the helm," she explained.

"Keeping a good log is really a discipline problem more than anything else," remarked the Vice Commodore. "Clearly in the realm of human engineering."

"But even still," said Lee, "people will always tend to ignore it when conditions are steady and nothing is changing for like hours and hours. Then, you know, there's a wind shift, so they run down and log in the change. What the log ends up showing is the new wind, not the wind they've been sailing in for hours."

"Can't you just have them do it right, and record the average up to the time of the entry?"

"Then you might miss a good record of the time and size of the shift," she said. "That's why racing sailors never do it the so-called right way. At least, not with the old-fashioned single-entry logbooks. They always think that the more important info is about the shift that just happened, not the average up to that time. You know, breaking news is better than, like, ancient history."

After the boxes for course and speed, Lee's form asked for apparent wind direction, true wind direction (which I assumed meant magnetic true wind direction) and true wind speed.

"I would use this form on my boat," I said, "except my instruments don't compute the true wind direction and speed."

"The boat I'm sailing on doesn't have that capability either," Lee admitted, "but it's usually just as accurate to eyeball over a binnacle or deck compass for wind direction, and make a good guess for wind speed. I mean, sailing downwind it can be really tough to get an accurate true wind direction out of the instruments, because the apparent wind is so low that even a small calibration error will throw the whole thing kablooie. And the wind direction is especially critical. Like I said, get synchronized with the diurnal shift pattern and..."

She cursed at the machine, which had just choked on one of her cardboard forms.

"I'm going in!" she said as if we were actors in a war movie, and then pro-

## CELESTIAL CRIB SHEET

Sextant Readings for Makapuu Pt. Light for		
Date	Latitude, at	Longitude, at
	local apparent noon	6:00 PM PDT
July 18	89-23.5	56-28.2
July 19	89-12.6	56-27.7
July 20	89-01.4	56-27.1
July 21	88-49.8	56-26.1
July 22	88-37.9	56-24.8
July 23	88-25.6	56-23.3
July 24	88-13.0	56-21.7
July 25	88-00.1	56-19.7
July 26	87-46.7	56-17.5
July 27	87-33.1	56-15.0
July 28	87-19.2	56-12.1
July 29	87-05.0	56-09.1
July 30	86-50.5	56-05.7
July 31	86-35.7	56-02.2
August 1	86-20.6	55-58.2
August 2	86-05.2	55-54.0
August 3	85-49.5	55-49.4
August 4	85-33.6	55-44.7
August 5	85-17.3	55-39.6
August 6	85-00.8	55-34.1
August 7	84-44.0	55-28.4
August 8	84-27.0	55-22.3
August 9	84-09.7	55-16.0
August 10	83-52.1	55-09.2
August 11	83-34.3	55-02.2
August 12	83-16.3	54-54.9

For latitude, a sextant reading less than the value in the table means you are north of Makapuu (60 miles for every degree). A larger sextant reading means you are south.

For longitude, subtract the actual sextant reading from the value in the table to find distance east of Makapuu. This is only accurate if you are already at the latitude of Makapuu.

Corrections for refraction, semi-diameter and dip are included in this table. Index error is not included. Check the zero reading of your sextant on the horizon.

Assumed height of observer above average wave tops is 2.0 meters.

Be sure to measure the minimum angular distance from lower edge of sun to horizon, determined by "rocking" the sextant.

ceeded to pop open the various hatches and access levers on the copier. She finally pulled out a torn and toner-stained card, closed up the hatches, and pressed some buttons to reset the machine.

Meanwhile, I had a chance to study the back of the form, which had a box to record sail changes and a big area for

"remarks" on each line, but nowhere to write in the time.

"I bind them together with comb binding, so it lies flat when it's open and works as one very wide page," she explained after pushing the green button to get the presses rolling again. Then she placed two of the finished cards end to end, so I could see how the open spread would look in the finished logbook.

"While you're at it," said the Vice Commodore, "shouldn't there also be a place to put down tank levels, amp-hour readings, and stuff like that?"

"Cooking fuel pressure too," added Lee. "But like, real estate is valuable on the DR log form, so I like to keep all the ship systems stuff in a separate log. Same with the weather log. There's another whole loose-leaf notebook that fills up with printouts from my favorite weather sites downloaded before the race, and with weatherfax copy after the start. But like, you gotta put that fax paper in plastic sheet protectors so it doesn't disintegrate, and makes pages that are easy to flip back and forth."

Finally, Lee's 40 copies were finished. But the Vice Commodore, who had been ignoring his computer while studying the form with increasing interest, had decided that he wanted a set, too.

"Sure, no prob," said Lee as she set the number of copies back to 40, loaded and pushed the button.

I would have asked Lee to let me slip in with my one copy, but the machine was still loaded with card stock. While they ran off the second set of logbook pages, Lee tried to explain the significance of water temperature.

"I think it's the best predictor of squall activity," she said. "A warmer surface will produce, like, more powerful squalls at night. The best preview of what we can expect squall-wise is the Sea Surface Temperature Anomaly chart — it doesn't plot temperature; it plots the temperature difference from the average."

After two more paper jams, the copying was almost done.

"Wait, there's one more form you should have," she said to the Vice Commodore as she put one more document in the machine and pressed the button. "When pigs fly and the GPS doesn't work, you might have to find Oahu by celestial



## LEE'S FAVORITE WEATHER WEBSITES

### North Pacific composite of surface pressure, wind, and satellite image:

<http://lumahai.soest.hawaii.edu/cgi-bin/satview.cgi?sat=g10&satregion=hus&channel=ul4&anim=no&size=large>

### Medium-range forecasts, including animations:

<http://152.80.49.210/PUBLIC/WXMAP/GLOBAL/>

### 10-day surface pressure based on the global MRF model:

<http://weather.unisys.com/mrf/index.html>

### Weatherfax charts on the web:

<http://weather.noaa.gov/fax/ptreyes.shtml>

### Honolulu Weatherfax charts:

<http://weather.noaa.gov/fax/honomare.shtml#windwave>

### Sea Surface Temperature Anomaly:

<http://psbsgi1.nesdis.noaa.gov:8080/PSB/EPS/SST/climo.html>

### Ship and buoy reports — updated every hour:

<http://www.ems.psu.edu/cgi-bin/wx/offshore.cgi>

### Coastal buoy reports from the National Data Buoy Center:

<http://www.ndbc.noaa.gov/Map5/Southwest.shtml>

navigation. This crib sheet tells you exactly what your sextant should read at noon if you're at the latitude of Makapuu Point lighthouse, on the eastern tip of the island. Once you're at the right latitude, you can also use it to figure out how far east of the island you are. At least, like, you can if you still have an accurate watch. But that's a little more difficult because you have to take the sight at exactly the right time, instead of just reading the maximum of a slowly varying angle, which is what you do at noon for latitude."

The VC wanted more copies of the crib sheet to hand out to some of his friends. Meanwhile, I noticed the race chair walking down the hall towards the door, probably on his way

out. He had already picked up all the last-minute beer can entries from the mailbox. Now how was I going to get mine in? The office fax machine! I slid the PHRF certificate into the feeder tray, hit the copy button, and in a few seconds had a blurry but adequate copy of my certificate. I ran out to the parking lot and handed the Race Chair what he needed.

"You know, Lee," I said when I was back in the office, "you really should think about joining this club if you're going to hog the Xerox machine all day."

There was a stack of yacht club applications right there on the desk, and the Vice Commodore obligingly handed her one. She shoved it back at him.

"Future members have rights too," she informed us.

— max ebb

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# THE RACING

**With reports this month on *Pyewacket* breaking the *Bermuda Race* record; a mellow *Delta Ditch Run*; a small *'South Tower Race*; the windy *Laser North Americans*; three regattas on the *Lake Circuit*; the 2001-2002 collegiate sailing season wrap-up; the *Woodies Invitational* at StFYC; the *Vanguard 15 PCCs*; and the usual plethora of *box scores* and *race notes* at the end.**

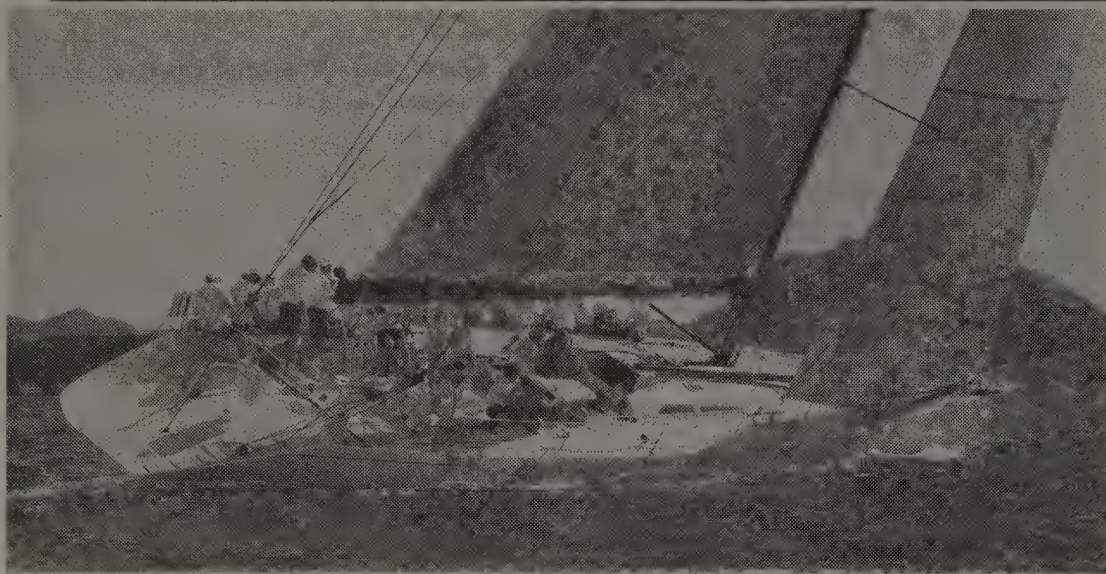
## ***Pyewacket* Smashes Bermuda Race Record**

It was a one-way race with a warm eddy, stream meander, and cold eddy all lined up so that there was only one reasonable path to the finish. This is in contrast to many Bermuda Races in which there are difficult decisions about how many extra miles one should sail in order to take advantage of various eddies and stream features.

The 43rd edition of this 635-mile race started off Newport, RI, in a northeasterly, and for the fast boats involved just a single frontal passage to a southwesterly that held mostly to the finish. *Pyewacket* was slowed for several hours before the finish by a squall that caused the breeze to drop out, and we finished upwind in a

*Boomerang's* 1996 record by 3 hours and 52 minutes. *Boomerang* crossed the line in this race 23 minutes after us to break her own record as well. Our crew for the race was Roy E. Disney, Roy P. Disney, Robbie Haines, Ben Mitchell, Gary Weisman, Stan Honey, Paul Larkin, Ethan Bixby, Scott Easom, Willie Beavis, Hogan Beatie, Gregg Hédrick, Dick Loewy, Dan Crowley and Rick Brent.

Conditions were pretty rough in the Gulf Stream, somewhat gnarlier than normal. Four guys were lost overboard from three different boats (*Bright Star*, *Boomerang*, and two at once off *Morning Glory*) during the race but all were quickly recovered. *Pyewacket* had wind in the high 30s, with the standard square waves. At



**Disney stock soars! *'Pyewacket'*, seen above at St. Maarten, continued her winning ways in last month's windy Bermuda Race.**

light southeasterly. The southwesterly then filled in again behind us, helping the boats behind close the gap.

We finished after 53 hours, 39 minutes and 22 seconds, lowering the maxi

one point nearly every wave was breaking and we had to slow down a bit to ease the pounding on the boat. The Gulf Stream topped out at 88° F, and just under six knots in strength.

The Bermuda Race is stronger than it has ever been, with the largest fleet ever by six boats. There is something here that the TransPac might want to think about.



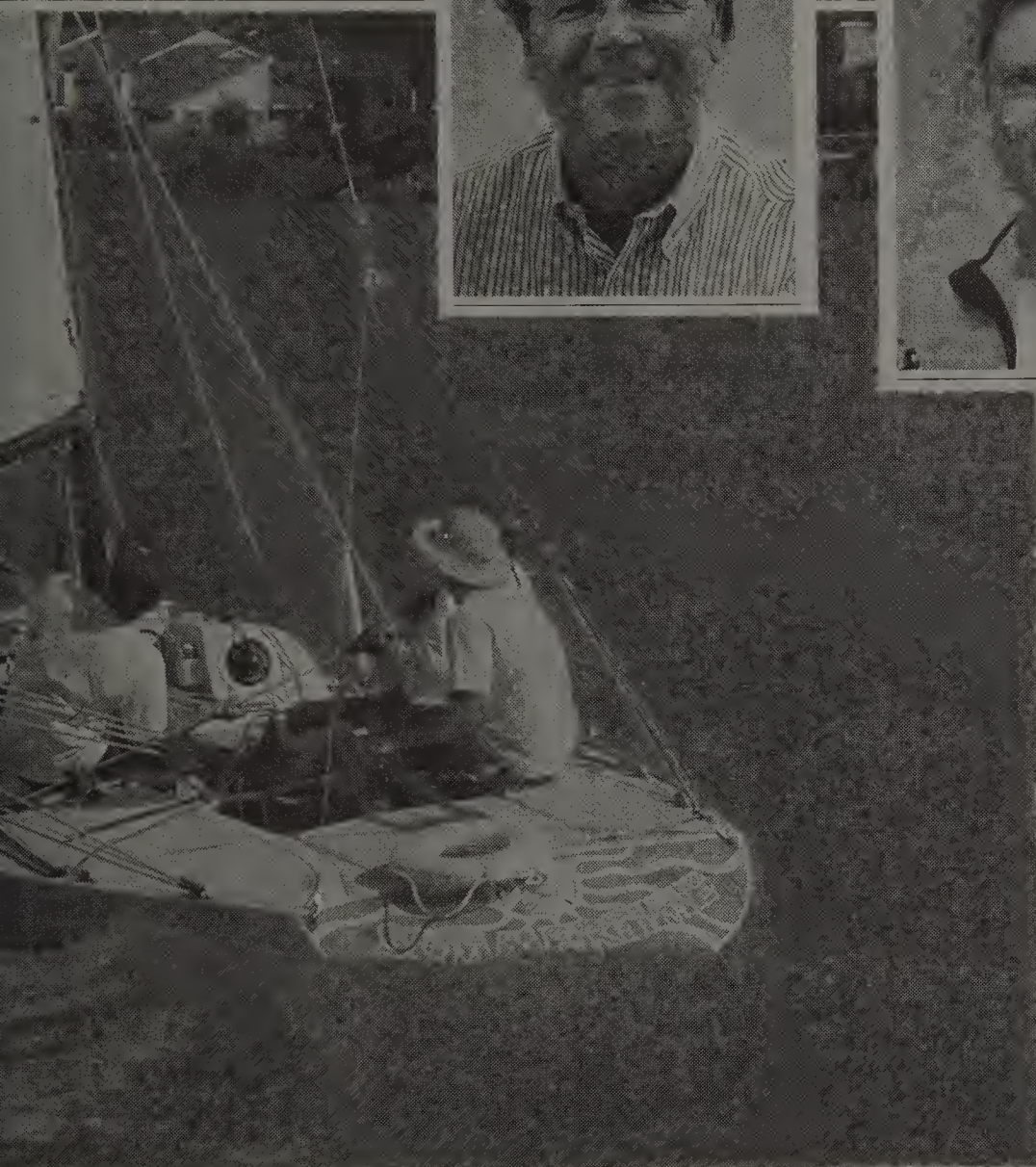
The full-race class was only ten boats, and the rest of the 184-boat fleet was spread among various racer/cruiser and cruiser divisions. The Cruising Club of America (CCA) brilliantly ran the race with lots of attention to safety and seamanship. Most of the focus was on the cruiser and racer/cruiser classes, likely explaining the stunning health of the event.

As to be expected on the East Coast, many of the racer/cruisers were stunners, too. It was nice to see classics winning their classes — *Carina* won her class (yet again), as did a Cal 40. Both of those designs won their first Bermuda Race over 30 years ago.

— stan honey  
*Pyewacket* navigator

*Ed. note — Pyewacket currently holds the TransPac, Pac Cup, and now Bermuda Race records. Honey navigated all three of those efforts, and also holds four records with PlayStation, including the outright.*





LATITUDE/CHRIS; INSETS, LATITUDE ARCHIVES

**'Summertime', and the livin' is easy — at least in this year's Delta Ditch Run. Insets, overall winners Don Jesberg (left) and Zarko Draganic.**

record under sail from Newport to Bermuda (38 hours, 35 minutes, 53 seconds, set in January, 2000). . . .Next up on Pyewacket's 'World Tour' is the Chicago-Mac Race on July 20. . . .Corrected time winners of the Bermuda Race were Blue Yankee (IMS) and Zaraffa (IMS race/cruiser), both Reichel/Pugh 66s. See [www.bermudarace.com](http://www.bermudarace.com) for full results.

### Delta Ditch Run

This year's Delta Ditch, cohosted by Richmond YC and Stockton SC on June 8, was interesting, as usual. The promised 30 knots of breeze failed to materialize. Actually the breeze did show up, but not until about 2 p.m., and it also never topped 20 knots. The good news is that the following breeze, once begun, never died and the smaller boats actually finished earlier than last year.

Safety was a primary concern this year. After repeated complaints from the Coast Guard and the Inland Pilots about the number of sailboats coming through very narrow shipping channels, we added a crash boat escort for the fleet the entire distance from Richmond to Stockton.

It was also made clear in the SI's that boats which failed to check in with a working radio would be tossed without a hearing. As a result, approximately six boats were scored DNS for failing to grapple with their radio, including yours truly, the Ditch Run Chairman — ouch!

All in all, the understanding and commitment to safer racing was appreciated. As far as we know, there was no interference with commercial shipping. The only notable breach of safety protocol came from reports that multiple boats did cross the restricted Pinole Channel. In the end, only one boat was protested and disqualified for doing so. However, watch out for automatic DSQs by the race committee

for entering the Pinole Channel next year.

The number of boats entered was 142, which is a new record. Probably something closer to 130 actually sailed the course, which would be a couple of boats short of last year. Apparently, ten or so boats, seeing the complete lack of any wind at the start and

fearing a repeat of last year's marathon, kept their boats tied to the docks at Richmond. Too bad, as they missed out on the fun.

All the usual suspects showed up, including an open multihull class, a cruising class, eight PHRF divisions, and strong representation by the Express 27 and Moore 24 fleets. The Wabbits, for the second year in a row, failed to get a one design division because they all waited until Friday to enter the race. Wabbit racers are apparently emotionally challenged by the effort of writing a check.

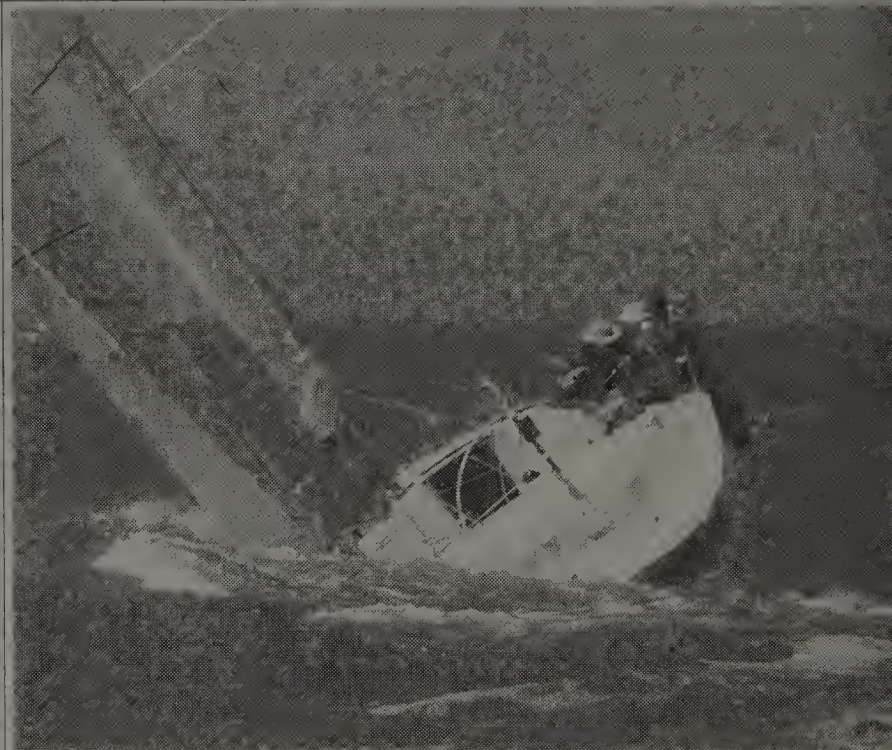
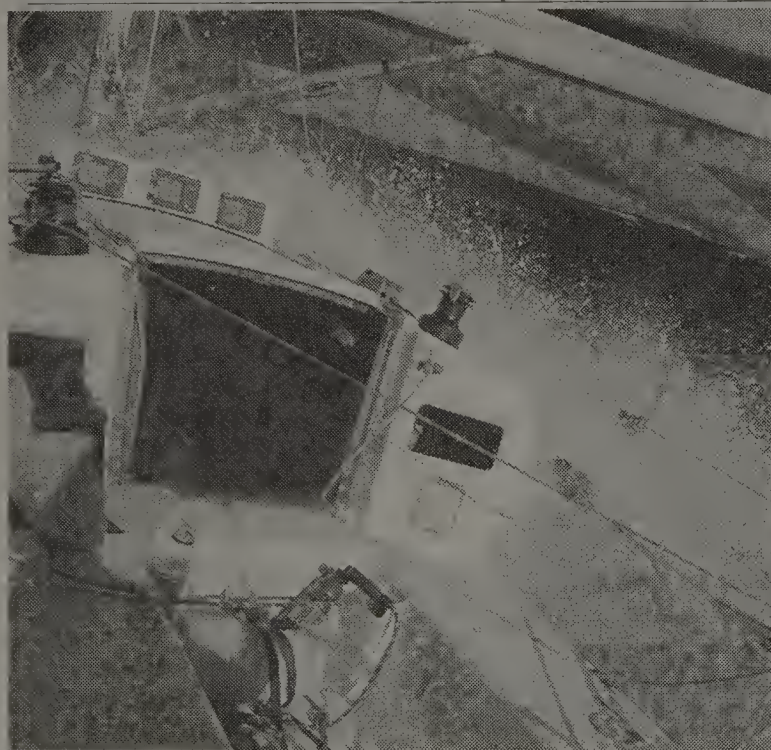
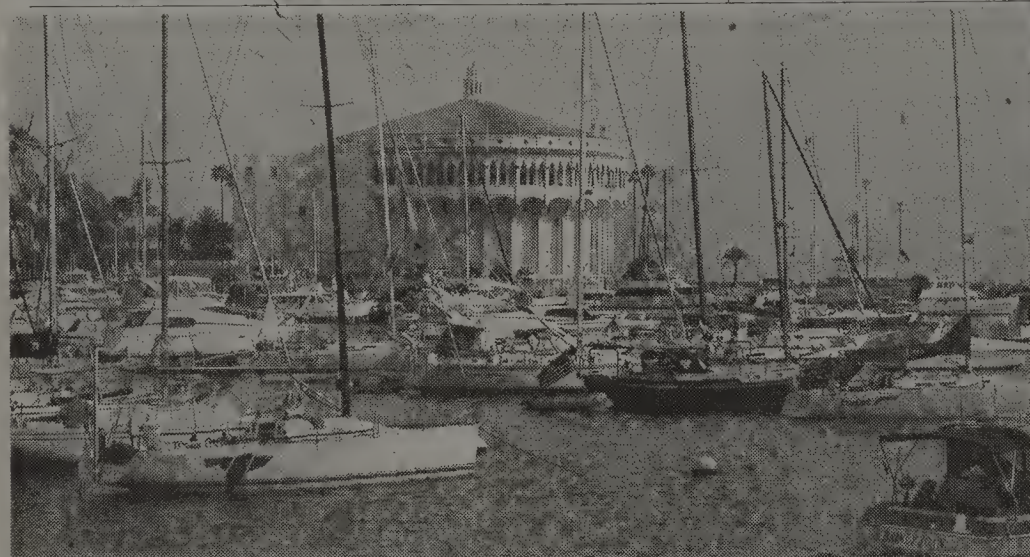
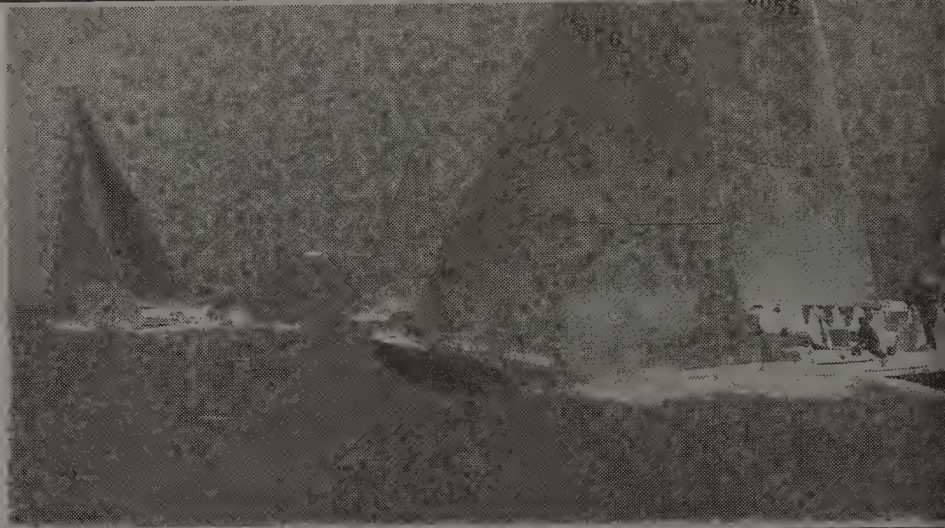
For the 2002 event, two new divisions were added to the mix. The inaugural Superboat division (boats with a PHRF of less than 10) was captured by Walt Logan on his Farr 40 *Blue Chip*. To win this division Walt beat three Santa Cruz 52s (Is that supposed to happen in a downwind race?).

The other new division was the Melges 24s, with ten entrants and an eleventh that showed up, sailed the course, and tried to enter after the race by pushing money at the finish committee (nice try!). *Trailblazer* — sailed by Zarko Draganic, Don Jesberg, Don's 10-year-old son Peter, Matt Johnson and Andrew Holdsworth — won the Melges division with an impressive 25-minute cushion over their nearest sistership. *Trailblazer* also won the Ditch Run overall for the second year in a row, and Jesberg won it the year before that in his own Melges 24, *Casey Jones*.

The first boat to finish was a 36-foot custom multihull built and sailed by Bill Erkelens, Sr. The first monohull to finish was Martin Brauns' SC 52 *Winnetou*, which crossed the line at 7:15 p.m. with an elapsed time of 8:15:24. The last boat to reach Stockton was Katherine Wheatley's Coronado 25 *That's Right*, which got the buzzer at 1:07 a.m. Sunday morning.

In terms of the overall trophy for monohulls, it appears that a boat must now have a spritpole to come away with the victory. The top eight boats were poleboats, and the next four were Wabbits —





essentially sportboats with nose jobs. In light winds or heavy winds, the light boats have the PHRF advantage in a downwind race. While the Ditch Run committee may make adjustments in the future, we obviously can't fault the intelligence of sailors who choose a boat with an advantage, especially one that is fun to sail!

This year was the first year that the Frank Dukat Memorial Trophy was

*One more look at the Coastal Cup, clockwise from upper left — 'Eclipse' at Mile Rock; 'Chipango' on the breeze; EYC Commodore Shirley Temming and Jay Pyle at the awards ceremony; 'Wired' noses out into the ocean; 'Tiburon' with the hammer down (Onne Broek photo); the harbor at Avalon.*

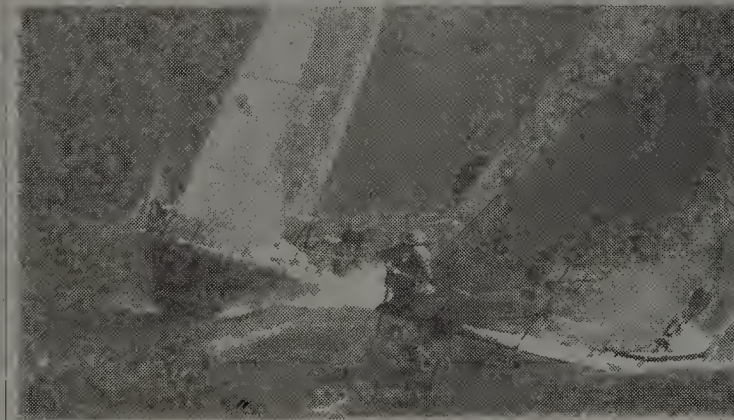
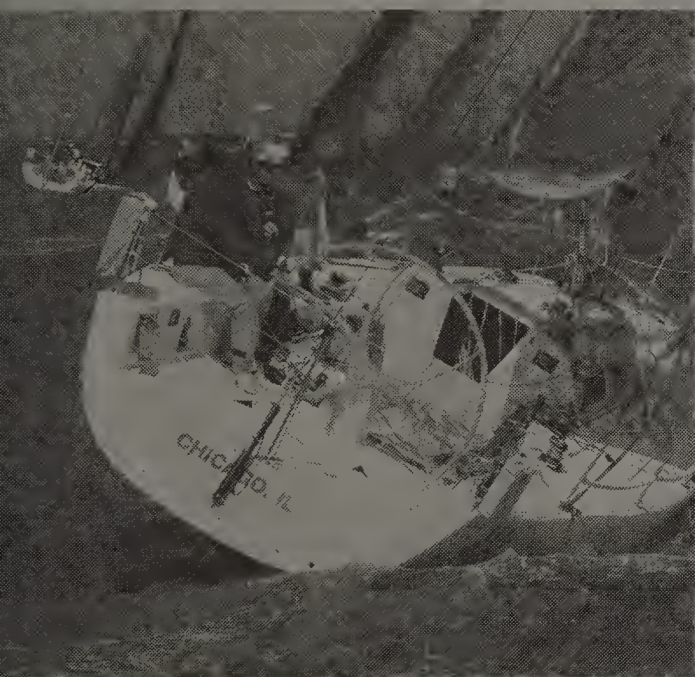
awarded. Frank Dukat, one of the founders of the Ditch Run along with his son John, believed strongly that the event should be more fun than serious. Therefore, this perpetual trophy was awarded to the often-overlooked Cruising Division.

Bill Dalton's Windrose 22 Windrose is the first name to be etched on the plaque.

— lance purdy  
UK Sails, San Francisco

LIGHT I — 1) Spinout, Cheetah 30, John





*Clockwise from top — 'Medicine Man' leaps upwind; the X-119 'X-Dream' head-on; dueling J/35s 'Fever' (left) and 'Koinonia'; two views of the Sydney 38 'Copernicus', one ghosting into the finish, and the other moments after starting. All photos Latitude and EYC race committee.*

Rickard; 2) **Shop Girl**, Sierra 26, Kim Desenberg; 3) **Emotional Rescue**, Melges 32, Greg Dorland; 4) **Muddy Waters**, Melges 30, Jennsen/Means. (10 boats)

**LIGHT II** — 1) **Kwazy**, Wylie Wabbit, Colin Moore; 2) **Bad Hare Day**, Wylie Wabbit, Erik Menzel; 3) **Furrari**, Wylie Wabbit, Pete & Angie Rowland; 4)

**Summertime**, Moore 24 prototype, Bassano/Golsch; 5) **Wet Buns**, Wylie Wabbit, Bill Gardner. (15 boats)  
**LIGHT III** — 1) **Tinseltown Rebellion**, J/22, Cam Lewis; 2) **Hot Shot**, Hotfoot 20, Jack & Aaron Max. (6 boats)

**HEAVY I** — 1) **Basic Instinct**, Elliott 10.5, Jan Borgeson; 2) **Raptor**, J/35, Jim Hoey. (5 boats)

**HEAVY II** — 1) **Sam**, Custom 48, Tom Alexander; 2) **Marrakesh**, Express 34, Craig Perez; 3) **Two Scoops**, Express 34, Longaker/Goodwin. (8 boats)  
**HEAVY III** — 1) **Annie**, Cal 29, Steve Zevanove; 2) **Delta Ruby**, Catalina 30, Chuck Jones. (6 boats)  
**HEAVY IV** — 1) **Harmony**, Columbia Challenger, Nancy Farnum; 2) **Moonglow**, Ericson 25, Ryan Scofield; 3) **Dog House**, Columbia Challenger, Michael Stefani. (7 boats)  
**MELGES 24** — 1) **Trailblazer**, Draganic/Jesberg;



# THE RACING

2) **Serve It**, David Wadbrook; 3) **Smokin'**, Kevin Clark. (8 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Paxton/Moore; 2) **Exocet**, Landon/Crowson; 3) **Wile E. Coyote**, Dan Pruzan; 4) **Dianne**, Steve Katzman; 5) **Mercedes**, Josh Grass; 6) **Jalapeno**, Brendan Busch. (6 boats)

MOORE 24 — 1) **Topper II**, Bren Meyer; 2) **Wet Spot**, Mike O'Callaghan; 3) **Csardas**, Judy & Torben Bentsen; 4) **Chariot**, The Fennells; 5) **Mercedes**, Joel Verutti; 6) **Gorgeous**, Bernadette Bosinger; 7) **Snafu-U**, Mark Berryman; 8) **Eclipse**, Brad Butler; 9) **Crippled**, Vaughn Seifers; 10) **Gruntled**, Becky Hackworth. (24 boats)

SUPERBOAT — 1) **Blue Chip**, Farr 40, Walt Logan; 2) **Winnetou**, SC 52, Martin Brauns. (4 boats)

MULTIHULL — 1) **#28276**, F-31 Super R, Gary Helms; 2) **USA 786**, Tornado, Pease & Jay Glaser; 3) **USA 44**, Custom 36-ft cat, Bill Erkelens, Sr. (9 boats)

CRUISING — 1) **Windrose**, Windrose 22, Bill Dalton. (2 boats)

OVERALL — 1) **Trailblazer**; 2) **Spinout**; 3) **Shop Girl**; 4) **Emotional Rescue**; 5) **Muddy Waters**; 6) **Serve It**; 7) **Smokin'**; 8) **Mary Don't Surf**; 9) **Kwazy**; 10) **Bad Hare Day**. (114 monohulls)

## South Tower Race

Stockton SC's 30th South Tower Race, a 140-mile sailing binge from Stockton to Blackaller Buoy and back, only attracted six entries to the starting line on June 14. Rob Magoon's SC 52 *Morgana* (ex-Rosebud) was on pace to break the course record (21 hours, 17 minutes, set by the Schumacher 44 *Eclipse* in 1992), rounding the upwind mark at 11:11 Friday



One third of the South Tower fleet and half of the finishers — the SC 52 'Morgana' (above) and overall winner 'Infinity', a Holland 47.

night. "Our 12-man crew had an average of ten South Towers each, with Carl Bauer the highest at 18," reported *Morgana* crew Pat Brown. "We were really gunning for the record."

Unfortunately, the wind shut down in

the morning, leaving *Morgana* to drift home at 10:58 a.m. after 23 hours, 58 minutes of sailing. *Infinity*, Gary Gebhard's restored 1980 Holland 47, brought up the wind from behind, finishing an hour and twenty minutes after *Morgana* to claim overall honors with eight minutes to spare. This was the second year in a row that *Infinity* has won this race. "We were three hours faster than last year," said Gary, "even with spending half an hour aground."

Crewing for Gebhard in the "mostly uneventful" race (one torn chute, a malfunctioning stove, and no can opener) were Mark Breen, Peter Yates, Darryl Donaldson, Bill Travis, Alvaro Pastor, Brian Delaney, Rufus Thomas and Dave Washburn.

As this challenging event fades into obscurity, we can't help but note the irony of creating the Ditch Run to bolster attendance in the South Tower Race, only to have the feeder race basically kill the main event. "It wasn't quite the outcome we envisioned," admits Brown.

1) *Infinity*, Holland 47, Gary Gebhard; 2) *Morgana*, SC 52, Rob Magoon/Pat Brown; 3) *Blew Cal*, Cal 27, Jerry Nassory; 4) *Faded Badley*, J/30, Dana Badley. (6 boats; 2 DNF)

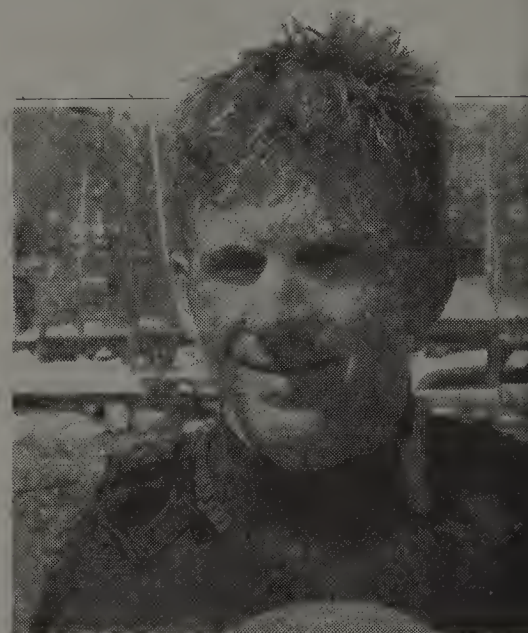
## Laser/Radial Nationals

"Cheat the nursing home — die on a Laser" is a bumper sticker we've always admired. Though no one really came close



BOTH PHOTOS JIM HACHMAN

to dying in the super-windy Richmond YC-hosted Laser and Laser Radial Nationals on May 29-June 3, the conditions on the Berkeley Circle were punishing and humbling for almost everyone. When the four-day, 10-race, 1-throwout series was



U.S. Laser champ Nathaniel Stoffelsma.

over, a pleasant Canadian — 26-year-old Nathaniel Stoffelsma — was crowned the U.S. Laser National champion for the second year in a row.

Stoffelsma, who lives in New York City and is the assistant sailing coach at the U.S. Merchant Marine Academy at Kings Point, had a down-to-the-wire battle with 19-year-old Hawaiian sailor Andrew Lewis. The latter, the fourth-ranked Laser sailor on the U.S. Sailing Team thrived in the high winds (15-18 in 'lulls', 25 in puffs) that characterized much of the racing. Lanky local dinghy ace Steve Bourdow finished a distant third, while the other attending members of the U.S. Sailing Team all put in top ten performances — Kurt Taulbee (4), Zach Railey (5), and Andrew Campbell (9).

Del Rey YC junior Greg Helias ran away with the Radial championship, winning comfortably over fast, but inconsistent, Utah sailor Frank Immon. Helias only fell off the podium twice in ten races, discarding a fifth and keeping a fourth. A national title was a fitting birthday present for Helias, who turned 17 the day after the regatta.

The Laser crowd will pop Advils and "cheat death" again on the Bay on July 26-28, this time at the San Francisco YC-hosted PCCs.

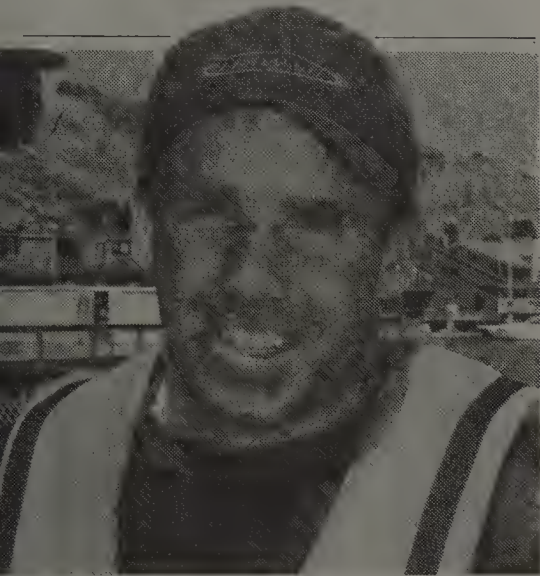
LASER — 1) Nathaniel Stoffelsma, 25 points; 2) Andrew Lewis, 28; 3) Steve Bourdow, 41; 4) Kurt Taulbee, 43; 5) Zach Railey, 47; 6) Benjamin Richardson, 50; 7) Mike Leigh, 57; 8) Matt McQueen, 73; 9) Andrew Campbell, 103; 10) Tracy Usher; 11) Chuck Tripp, 107; 12) Glen Dickson, 109; 13) Andrew Vance, 118; 14) Steve Larsen, 129; 15) Peter Phelan, 131; 16) Gustavo Tenreiro, 137; 17) Ben Lamb, 139; 18) Peter Drasin; 19) Orkun Soyer, 172; 20) Chris Boome, 174. (31 boats)

TOP JUNIOR — Micheal Scott. (1 boat)

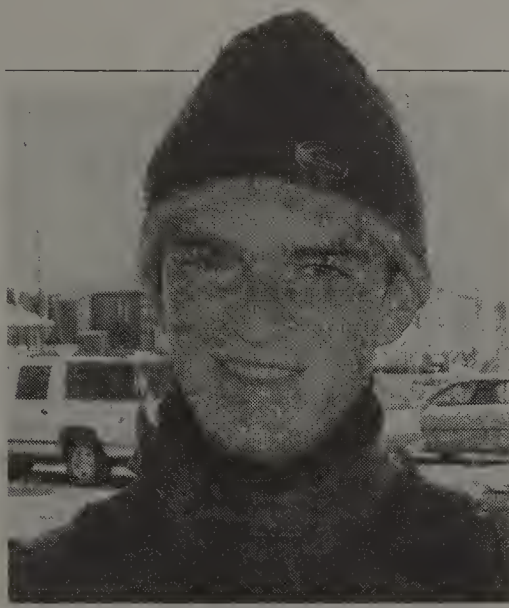
TOP APP. MASTER (over 35) — Kurt Taulbee. (6 boats)

TOP MASTER (over 45) — Tracy Usher. (3 boats)





**Andrew Lewis finished a close second.**



**Laser Radial champ Greg Helias.**

ALL PHOTOS LATITUDE/ROB

**TOP GRAND MASTER (over 55)** — Chris Boome. (1 boat)

**LASER RADIAL** — 1) Greg Helias, 22 points; 2) Frank Immon, 36; 3) Bobby Noonan, 39; 4) Bob Falk, 44; 5) Charles Fulmer, 44; 6) Dave Leuck, 58; 7) Kyle Kovaks, 62; 8) Ryan Minth, 74; 9) Tim Russell, 76; 10) Troy Keipper, 80. (20 boats)

**TOP JUNIOR** — Greg Helias. (6 boats)

**TOP APP. MASTER** — Frank Immon. (5 boats)

**TOP MASTER** — Roger Herbst. (1 boat)

**TOP GRAND MASTER** — Nils Andersson. (2 boats)

**TOP GRAND-GRAND MASTER (over 65)** — Jim Christopher. (1 boat)

Complete results — [www.richmondyc.org](http://www.richmondyc.org).

### Lake Circuit Update

The NorCal Lake Circuit is underway again, and the news is mixed. While the Go For the Gold Regatta at Scott's Flat Lake (55 boats) and particularly the Whiskeytown Regatta (127 boats) are both going strong, the 55-year-old tradition of small boat sailors spending Father's Day Weekend at the Clear Lake Regatta seems to be coming to an end.

Richmond YC lugged equipment and volunteers up to Clear Lake for the June 15-16 regatta, which was run until last year by the now-defunct SBRA. Sadly, only 25 boats showed up, a far cry from the 300 boats that used to race in this event. Though the sailing conditions on Clear Lake were fine (plenty of wind, warm water), the shoreside scene is apparently deteriorating.

"There are no decent hotels and docks around the Lower Lake any more. The local economy is focused on grapes, not tourism, so I doubt sailors will be coming back," said regatta PRO Gail Yando, who is also the past president of SBRA. "We gave the sailors that came some good racing, but the social aspect of the regatta was missing. Fleets were housed all over the Lake and most used the public ramps to launch."

The highlight/grand finale of the lake circuit will occur this month at Fresno YC's annual High Sierra Regatta. That two-weekend event — July 13-14 for dinghies and July 20-21 for bigger boats — takes place at gorgeous Huntington Lake, which combines some of the best sailing and camping in the West.

### WHISKEYTOWN REGATTA (WSC: May 25-26):

**CAPRI 22** — 1) G.D. Beckett; 2) Rick Pareno. (6 boats)

**CATALINA 25** — 1) Lynn Buchanan; 2) Keith Ritter. (4 boats)

**CORONADO 15** — 1) Bob Holley; 2) Trent Watkins; 3) Steve Fishman; 4) Charles Quest. (9 boats)

**EL TORO, JR.** — 1) Max Fraser; 2) (tie) Claire Dennis and David Liebenberg; 3) Jesse Wedler. (9 boats)

**EL TORO, SR.** — 1) Jim Warfield; 2) John Amen; 3) Al Kenstler; 4) Bruce Bradfute; 5) Walt Andrews; 6) Hank Jotz; 7) J.V. Gilmour; 8) John Liebenberg. (18 boats)

**LASER** — 1) Jim Christopher; 2) Tom Burden; 3) Rufus Sjoberg; 4) Mike Eichwald; 5) Bruck Braly. (11 boats)

**PELICAN** — 1) Howard Mackey; 2) Curtis Johnson; 3) Kelly Pike; 4) Jones/Junker; 5) Doug Graham; 6) Mike Jones; 7) Mike O'Callaghan. (16 boats)

**SNIPER** — 1) Andy Goodman; 2) Thomas Hunt; 3) Robert Hunt. (7 boats)

**WABBIT** — 1) Pete & Angie Rowland; 2) John Groen; 3) Greg Byrne. (6 boats)

**CENTERBOARD-A** — 1) Jim Marazzo, Thistle; 2) Mark Briner, Johnson 18; 3) Doug McWilliams, Thistle. (7 boats)

**CENTERBOARD-B** — 1) Steve Lowry, Daysailer; 2) Dan Benjamin, Banshee; 3) George Koch, Banshee; 4) Carol Benjamin, Banshee. (11 boats)

**KEEL-A** — 1) Fennell Family, Moore 24; 2) Mike Corlett, Capri 25. (4 boats)

**KEEL-B** — 1) Dennis Wentworth, Venture 21; 2) Paul Frentzen, Venture 21; 3) Jim Courtois, Mont-

gomery 17; 4) Ray Proffitt, Balboa 26; 5) Bob Leslie, Hunter 260. (12 boats)

**MULTIHULL** — 1) Bob & Anna Hepler, Nacra 6.0; 2) Mike Peavy, Nacra 5.8; 3) David Haddox, Venture 15 mod. (8 boats)

(4 races; 1 throwout)

### GO FOR THE GOLD (GCYC: June 8-9):

**CAPRI 22** — 1) Jeremy Gicker/Kent Bennett, 4 points; 2) Joe Weathers, 11. (6 boats)

**CATALINA 22** — 1) Don Hare, 4 points; 2) Lynn Buchanan, 8. (5 boats)

**OPEN KEEL** — 1) John Andrew, Ultimate 20, 4 points; 2) Carsten Owens, Moore 24, 7. (5 boats)

**OPEN CENTERBOARD** — 1) Wade Behling, Thistle, 4 points; 2) Stephen Aguilar, Laser, 11; 3) Daniel Roberts, JY-15, 14; 4) Allan Wyckoff, FJ, 17. (9 boats)

**SNIPER** — 1) Robin Gales, 5 points; 2) Nabil Shahin, 16; 3) Vince Casalaina, 19. (8 boats)

**SUNFISH** — 1) Peter Stickells, 4 points; 2) Byron Jonk, 9; 3) Roy Jordan, 10. (8 boats)

**EL TORO** — 1) John Amen, 4 points; 2) Walt Andrews, 6. (5 boats)

**BYTE** — 1) Dan Ouellet, 5 points; 2) Kati Murray, 6. (5 boats)

(5 races; 1 throwout)

### CLEAR LAKE (RYC: June 15-16; 6 races):

**FINN** — 1) David Branch, 6 points; 2) Charles Heimler, 9. (5 boats)

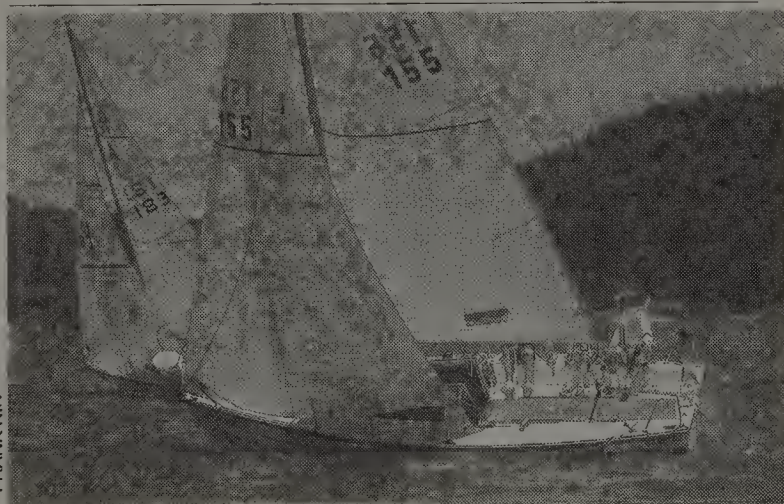
**LASER** — 1) James Carrick, 11 points; 2) Ted Carrick, 11. (4 boats)

**29er** — 1) George Pedrick/Gene Harris, 5 points. (2 boats)

**I-14** — 1) Greg Mitchell/Jonathan Hoffberg, 6 points; 2) Kirk Twardoski/Blake Kirk, 11. (4 boats)

**THISTLE** — 1) Jim Marazzo, 7 points. (3 boats)

**LIGHTNING** — 1) Scott Finkboner, 6 points; 2)



FRANK NIN

**Dueling Capri 22s at the Go For the Gold Regatta on scenic Scott's Flat Lake. Jerry Lewis (155) chases Jeremy Gicker (183).**

Mike Molina, 13; 3) Michael Brewer, 13. (5 boats)

### Collegiate Wrap-Up

The 2001-2002 Intercollegiate Sailing Association season ended in late May/early June with a trio of national championships held in Honolulu. All regattas were held in the Keolu Lagoon in Van-



# THE RACING SHEET

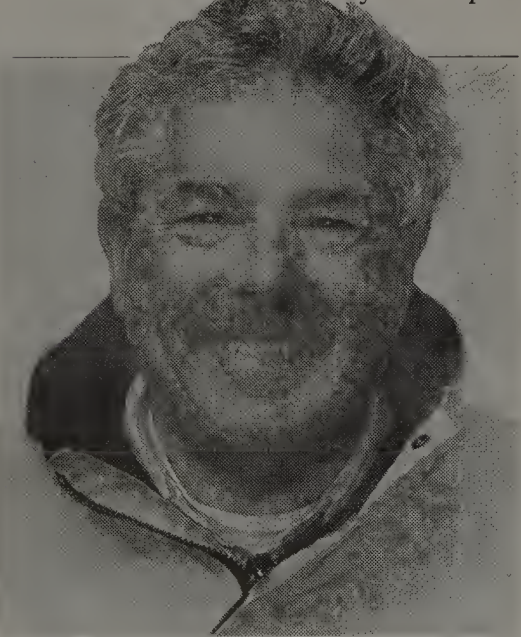
guard FJs, with winds between 5-15 knots and 80° air temperatures. First up was the women's championship, which Old Dominion won in a down-to-the wire battle with the host/defending champ, University of Hawaii. Then the venue switched to match racing, where Harvard schooled all opponents with a textbook-perfect 17-0 record.

The grand finale, the North American Coed Dinghy Championship, saw St. Mary's College pull themselves from eighth into first on the second day of racing. The Seahawks, who previously won in 2000, then held off Harvard on the third and final day to claim their second national title.

Following the championships, 57 sailors were named to the ICSA/Ronstan All-America Sailing Team in five groups — All-American (16 sailors), All-American honorable mention (8), Women All-Americans (7), Women All-American honorable mention (6), and All-American Crews (20).

West Coast schools weren't particularly well represented this year, with only five sailors named to the Team — Bryan Lake (Hawaii, '05) made the All-American team, Molly O'Bryan (Hawaii, '02) made the Women's All-American team, and three others were honored as All-American Crew — Suzy Galen (UC Santa Barbara, '02), Kara Sweeney (Stanford, '03), and Jennifer Warnock (Hawaii, '04).

Harvard senior Sean Doyle was pre-



LATITUD/ROB

**Terry Anderlini ('Benino') won the Knarr fleet at the Woodies Invitational and is dominating the season standings.**

sented the Everett B. Morris Trophy for College Sailor of the Year, along with being named to the All-American team for the third year. Doyle, of St. Petersburg, FL, is the third person in his family to

earn the prestigious Morris Trophy, following his father Richard (Notre Dame, '70) and uncle Robbie (Harvard, '71), who founded and owns Doyle Sails.

Doyle and teammate Clay Bischoff — a junior from Coral Gables, FL, who also earned All-American honors — were the driving forces behind Harvard's highly successful season. The Crimson juggernaut earned the Leonard M. Fowle Memorial Trophy, based on points accumulated at the three ICSA NA championships, for the second year in a row.

The Robert H. Hobbs Trophy for outstanding sportsman of the year went to Blaine Pedlow, a graduating senior at UC Berkeley. Pedlow, from Bellingham, WA, was "instrumental in helping the student-run Berkeley sailing team work out arrangements that would allow them to sail out of the Treasure Island Sailing Center."

**COED DINGHY** — 1) St. Mary's, 203; 2) Harvard, 210; 3) **Hawaii**, 219; 4) Old Dominion, 230; 5) Boston College, 237; 6) Charleston, 241; 7) Tufts, 253; 8) Dartmouth, 261; 9) **Stanford**, 277; 10) Yale, 308; 11) Kings Point, 356; 12) Navy, 207; 13) Univ. of Washington, 409; 14) Wisconsin, 479; 15) Texas A&M Galveston, 501; 16) Eckerd, 522; 17) Texas A&M, 527; 18) Michigan, 536. (18 teams)

**WOMEN** — 1) Old Dominion, 168 points; 2) **Hawaii**, 177; 3) St. Mary's, 195; 4) Brown, 233; 5) Yale, 238; 6) Tufts, 247; 7) Charleston, 268; 8) Connecticut College, 273; 9) Boston Univ., 287; 10) Georgetown, 318; 11) **Stanford**, 341; 12) Hobart/Wm. Smith, 375; 13) South Florida, 382; 14) Washington, 500; 15) Wisconsin, 518; 16) Texas, 533; 17) Michigan, 538; 18) Marquette, 569. (18 teams)

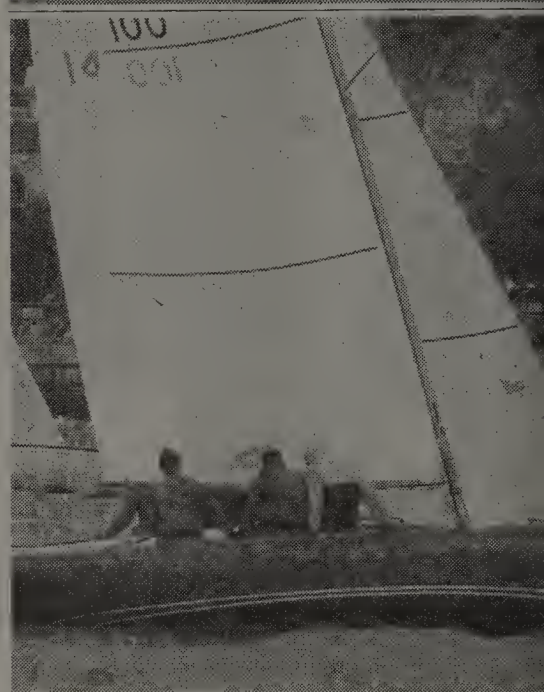
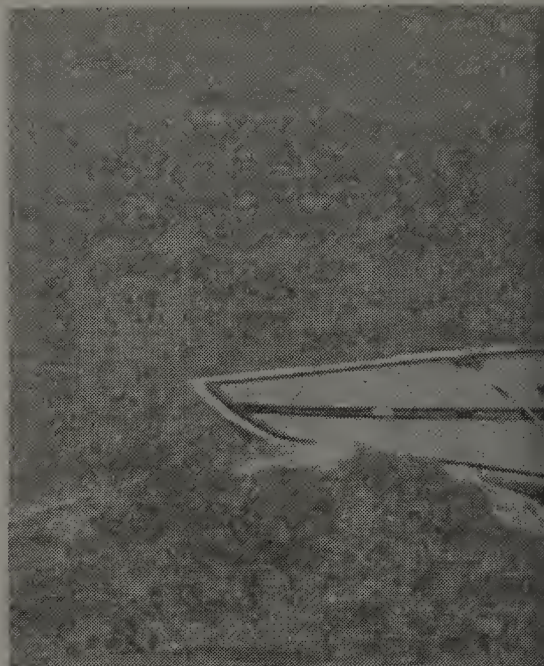
**TEAM RACE** — 1) Harvard, 17-0; 2) Tufts, 13-4; 3) Georgetown, 12-5; 4) Charleston, 8-9. (12 teams)

Complete results and team members — [www.collegesailing.org](http://www.collegesailing.org).

## StFYC Woodies Invitational

The annual Woodies Invitational, an abbreviated four-race series hosted by St. Francis YC on the Cityfront June 21-24, attracted 20 Knarrs and a smattering of other 'splinter groups'. Terry Anderlini and his *Benino* regulars (Mark Heer, Ken Neely and John Mournier) were the top performers of the weekend, continuing their all-conquering summer by winning the competitive Knarr class. Sean Svendsen's *Svenkist* had led by three points after the first two days of the regatta, but DNFed the last race due to a jib block failure.

Though the Friday night race (see accompanying pictures) was gray and chilly, the rest of the weekend was pleasant enough. The scheduled fifth race on Sunday was mercifully abandoned as the wind

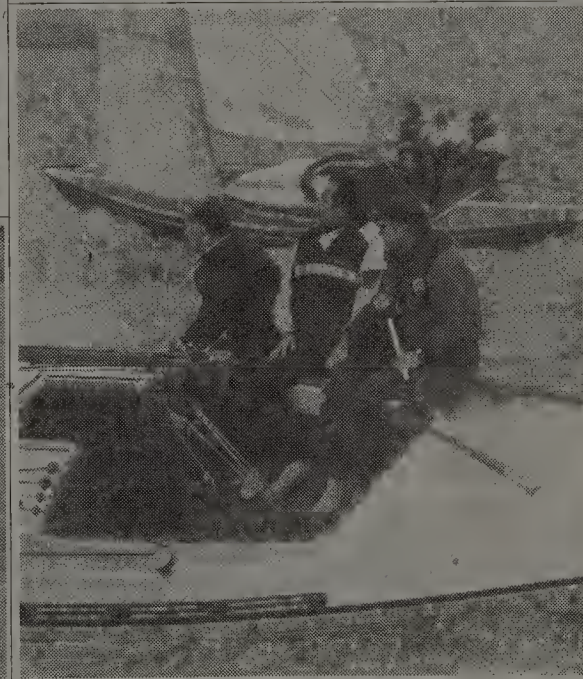


LATITUD/ROB

pipled up to near 30 knots against a still-building ebb.

This regatta has traditionally been the centerpiece of the WBRA sailing season and, although it wasn't as well attended as in past years, St. Francis YC once again rolled out the red carpet for the woodiemen — in fact, the Social Schedule was almost as long as the Sailing Instructions! "It's basically a three-day bar-





**Summer Solstice sailing — Scenes from the StFYC's Woodies Invitational Regatta on Friday night, June 21, the longest day of the year.**

becue with sailing," joked one race "official."

KNARR — 1) **Benino**, Terry Anderlini, 14 points; 2) **Sequoia II**, Perkins/Baldauf, 18; 3) **Snaps II**, Knud Wibroe, 22; 4) **Sophia**, Tom Reed, 23; 5) **Penelope**, Charles Griffith, 30; 6) **Peerless**, Larry Drew, 31; 7) **Svenkist**, Sean Svendsen, 32; 8) **Gossip**, Taft/

Adams/Quigg, 34; 9) **Flyer**, Chris Kelly, 35; 10) **Huttetu**, George Rygg, 36. (20 boats)

FOLKBOAT — 1) **Frihed**, Bill Madison, 8 points; 2) **Windansea**, Don Wilson, 9; 3) **Polperro**, Peter Jeal, 12. (7 boats)

BIRD — 1) **Hummingbird**, Jeff Ashton, 4 points; 2) **Skylark**, Brosig/Hook, 6. (5 boats; 3 races)

IOD — 1) **Never Again II**, Mark Pearce, 6 points; 2) **La Paloma**, James Hennefer, 6. (5 boats)

BEAR — 1) **Smokey**, Steve Robertson, 8 points; 2) **Pola**, Steve Barber, 8. (4 boats)

Full results — [www.stfyc.com](http://www.stfyc.com).

### **Timbuk2.com Vanguard 15 PCCs**

In a fleet stacked with former Olympic sailors and college All-Americans, Bill Hardesty of San Diego, with crew Jessica Amen, came out on top of the Timbuk2 Vanguard 15 Pacific Coast Championships sailed out of Treasure Island in San Francisco on June 15-16. After seven



# THE RACING

races on Saturday in 10-15 knots of breeze, the top five boats were separated by only a few points with John Meade and Alexis Krivkovich leading the pack. After an unusual postponement on Sunday morning due to light air, the Bay's more typical 20-25 westerly kicked in to provide five more exciting races.

Meade and Hardesty ended up tied with 61 points after 12 races, with Hardesty winning the regatta after the one-race discard was applied. Many of the same competitors will be back battling on the Bay for the Vanguard 15 Nationals, hosted by St. Francis YC August 23-25.

— scott sellers

1) Bill Hardesty/Jessica Amen, 46 points; 2) John A. Meade/Alexis Krivkovich, 50; 3) Scott & Jill Sellers, 60; 4) Will Graves/Erica Museler, 66; 5) Matt Sessions/Avery Patton, 73; 6) Nick & Carissa Adamson, 79; 7) Peter Horsch/Erica Seamon, 88; 8) Andy Beckman/Ms. Lillis, 91; 9) Howie Shiebler/Melissa Purdy, 96; 10) Shane Wells/Mike Huang, 100. (30 boats)

Full results — [www.vanguard15.net](http://www.vanguard15.net).

## Box Scores

The summer racing season is in full

swing, and Box Scores are full to the brim. Here's this month's offering:

### CAL RACE WEEK (CalYC: June 1-2; 5 races):

J/105 — 1) **Mischief**, Carolyn Hardy/Mike Pinckney, 8 points; 2) **Bold Forbes**, Ed Cummins/Jack Franco, 9; 3) **Incorrigible**, Rip Carruthers, 16; 4) **Stellar J**, Rick Harris, 20. (15 boats)

SCHOCK 35 — 1) **Outlier**, Dick Schmidt/Gwen Gordon, 5 points; 2) **Piranha**, Dave Voss, 12.5; 3) **Whiplash**, Ray Godwin, 17. (10 boats)

SANTANA 30/30 — 1) **Teaser**, Guccione/Rasse, 7 points; 2) **Joann**, Steve Murphy, 7. (5 boats)

B-25 — 1) **Tachyon**, Steve Pacelli, 11 points; 2) **Blur**, Aaron & Dixon Hall, 12. (5 boats)

MARTIN 242 — 1) **Evil Twin**, Tom Leweck/Doug McLean/Dave Ullman, 5 points; 2) **Trolleycar**, Peter Stazicker/Bill Petersen, 14 points; 3) **9 Lives**, Mike George, 17; 4) **Old Yeller**, Lee Lewis, 22. (12 boats)

STAR — 1) **Cindy**, Howie Shiebler; 2) **#8041**, Jim Buckingham, 13; 3) **#8027**, Skip Elliott, 23; 4) **Hoku**, Jeremy Davidson, 24; 5) **Rock & Roll**, Argyle Campbell, 27. (19 boats)

SANTANA 20 — 1) **Mini-Me**, Bruce Golison, 5 points; 2) **Gremlln**, Gordon Wanlass, 18; 3) **Stink Bug**, Tucker Strasser, 18; 4) **Bandit**, Cheda/Thomas/Fleck, 23. (13 boats)

PHRF-A — 1) **J-Bird III**, Andrews TP-52, 5 points; 2) **Pendragon IV**, Davidson 51, John MacLaurin, 12.

(4 boats)

PHRF-B — 1) **Arana**, Dencho 51, John Carr, 9 points; 2) **Pendragon II**, Davidson 44, Dave Gray, 10; 3) **High 5**, Farr ILC 40, 11. (7 boats)

PHRF-C — 1) **Defiance**, B-32, Scott Taylor, points; 2) **Blade Runner**, Hobie 33, Gerhard & Jan Klose, 13; 3) **Nitro**, J/33, John Messenger, 18. (boats)

PHRF-D — 1) **Superstar**, Catalina 38, Epstein, 7 points; 2) **Avet**, J/80, Curt Johnson, 9. (boats)

### KENNY WATTS TROPHY (LAYC: June 1-2; 5 races):

1) **Samba Pa Ti**, John Kilroy/Paul Cayard, CY 16 points; 2) **Crocodile Rock**, Alexandra Gerem, Gary Weisman, SBYC/CYC, 20; 3) **Shadow**, Peter Stoneberg/Chris Dickson, StFYC, 25; 4) **Groovederci**, Deneen & John Demourkas/J Madrigali, SBYC, 26; 5) **Endurance**, Mike Condon, Seadon Wijzen, SFYC, 31; 6) **Non Sequitur**, Tom Thayer & Dick Watts/Steve Benjamin, StFYC/RVYC, 36; 7) **Astra**, Mary Coleman/Sylvain Barrielle, SFYC, 41; 8) **Mayhem**, Paul Cotes/Erik Bentzen, RVYC, 49; 9) **Peregrine**, David Thomson/Brian Camet, RNZY, 48; 10) **Joss**, Owen Kratz/John Bertrand, HYC, 48. (15 Farr 40s)

Season standings (after 3 regattas) — 1) **Shadow**, 8 points; 2) **Croc Rock**, 13; 3) **Groovederci**, 13; 4) **Samba**, 16; 5) **Gone Too Far**, 16.

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## EYC Coastal Cup Hall of Fame

Year	Boat	Type	Skipper	# of Boats	Destination
2002	<i>Sleeping Dragon</i>	Hobie 33	Mark Halman	39	Catalina
2001	<i>Peregrine</i>	Hobie 33	Simon Garland	29	Ventura
2000	<i>China Cloud</i>	J/40	Leigh Brite	24	S.B.
1999	<i>Azzura</i>	Azzura 310	B. Schwab/S. Svendsen	45	S.B.
1998	<i>My Rubber Ducky</i>	Hobie 33	Lee Garami	44	S.B.
1997	<i>Octavia</i>	SC 50	Shep Kett	47	S.B.
1996	<i>Pegasus XIV</i>	Newland 368	Dan & Linda Newland	44	S.B.
1995	<i>Dolphin Dance</i>	SC 50	Dave Sallows	51	S.B.
1994	<i>Two Dog Gone</i>	SC 52	Angelo Peykoff	60	S.B.
1993	<i>Dolphin Dance</i>	SC 50	Dave Sallows	89	S.B.
1992	<i>Special Edition</i>	Wilderness 30	Eric Sultan	38	S.B.

Record to Santa Barbara (277 miles) – *Octavia*, SC 50, Shep Kett (1997) – 28:29:18

Record to Ventura (298 miles) – *Natazak*, SC 52, Steve Williams (2001) – 30:53:38

Record to Catalina (360 miles) – *Magnitude*, Andrews 68+, Doug Baker (2002) – 32:52:41

21; 6) *Peregrine*, 21; 7) *Endurance*, 21; 8) *Revolution*, 23; 9) *Non Sequitur*, 25; 10) *Barking Mad*, 30. (18 entries)

#### ESTUARY INTERCLUB #3

(AYC: June 1):

FLEET 1 (< 174) — 1)

*Wind Dragon*, Catalina 34, Dave Davis. (3 boats)

FLEET 2 (174-186) —

1) *Nice Turn*, Cal 2-29, 'Richard M.'. (4 boats)

FLEET 3 (>186) — 1)

*Dulcinea*, Killer Whale, Mike Mathiasen. (2 boats)

FLEET 4 (Catalina 34) — 1) *Mottley*, Chris Owen;

2) *Freya*, George Bean. (6 boats)

FLEET 5 (non-spinnaker) — 1) *Knotty Sweetie*,

C&C 32, G. Johnson. (3 boats)

FLEET 6 (multihull) — 1) *Sea Bird*, F-27, Rich

Holden; 2) *Three Sigma*, Chris Harvey. (5 boats)

FLEET 7 (multihull non-spinny) — 1) *Prime Directive*, F-31-CR, Dave Gilman. (2 boats)

#### J/105 PCCs (SFYC: June 8-9: 3 races):

1) *Zuni Bear*, Rich Bergmann & Shawn Bennett,

8 points; 2) *Blackhawk*, Dean Dietrich, 8; 3) *Ch*

*rade*, Tom Coates, 14; 4) *Whisper*, Eden Kim, 19; 5)

*Nantucket Sleighride*, Peter Wagner, 22; 6) *Good Timin'*, Perkins Bros./Dave Wilson, 27; 7) *Arbitrage*, Bruce Stone, 28; 8) *Advantage*, Pat Benedict, 31; 9) *Irrational Again*, Jaren Leet, 34; 10) *Tiburon*, Steve Stroub, 34; 11) *Wind Dance*, Littfir/Pugh, 38; 12) *Streaker*, Ron Anderson, 39; 13) *Orion*, Gary Kneeland, 39; 14) *Jose Cuervo*, Luke Hock, 39; 15) *Walloping Swede*, Tom Kassberg, 43. (33 boats)

Winning crew (*Zuni Bear*) — Shawn Bennett (driver), Rich Bergmann, Mark Reardon, Mike Kennedy, Jay Palace.

#### HDA HALFTIME RESULTS:

HDA-G (< 90) — 1) *Bodacious*, Farr One Ton,

(12 boats)

HDA-K (161-186) — 1) *76 Trombones*, Martin 242, Peter Cook, 10 points; 2) *Snowbird*, unknown, Val Clayton, 13; 3) *Lelo Too*, Tartan 30, Emile Carles, 14. (9 boats)

HDA-M (>188) — 1) *Star Ranger*, Ranger 26, Simon James, 8 points; 2) *Silent Movee*, Islander 28, Patrick Fryer, 14; 3) *Latin Lass*, Catalina 27, Bill Chapman, 15. (12 boats)

SPORTBOAT — 1) *Family Hour*, Olson 30, Bilater Family, 5 points; 2) *Run Wild*, Olson 30, Dale Scoggin, 12; 3) *Chimo*, Express 27, Brad Pennington, 13. (11 boats)

SF 30-FOOTERS — 1) *Ixxis*, Olson 911-S, 4

John Clauser, 8 points; 2) *Battant*, Beneteau 40.7, Chris Herron, 9; 3) *Night Train*, Beneteau 40.7, Bill Canada, 14. (8 boats)

HDA-H (90-115) — 1) *Mintaka 4*, Farr 38, Gerry Brown, 7 points; 2) *Illusion*, Cal 40, Stan & Sally Honey, 7; 3) *Razzberries*, Olson 34, Bruce Nesbit. (9 boats)

HDA-J (116-160) — 1) *Harp*, Catalina 38, Mike Mannix, 5 points; 2) *Windwalker*, Islander 36, Richard Shoenhair/Greg Gilliam, 8; 3) *Shenanigans*, C&C 36, Michael Maloney, 13.

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# THE RACING

points; 2) **Preparation J**, J/30, Ron Tostenson, 17;  
3) **Tortuga**, Santana 30/30, Steve Hutchinson, 18.  
(16 boats)  
(5 races; 1 throwout)

## SCYC SPRING ONE DESIGN (FINAL):

SANTANA 22 — 1) **Gypsy**, Bridget Binko/Fred Molnar, 6 points; 2) **Tara**, Orion Pritchard, 14. (4 boats; 6 races)

MOORE 24 — 1) **Ngellew Fejj**, Shana Rosenfeld, 8 points. (3 boats; 9 races)

MELGES 24 — 1) **Mary Don't Surf**, Bret Gripenstraw, 5 points; 2) **Minor Threat**, Peter Dalton, 12. (4 boats; 6 races)

SC 27 — 1) **Hanalei Express**, Rob Schuyler, 13 points; 2) **Sumo**, Henry Cassady/Jim Livingston, 13; 3) **Variety Show**, Barry Whittall, 30. (7 boats; 9 races)

## SCYC SPRING SCORE/DOUBLEHANDED (FINAL):

FLEETA — 1) **Outrageous**, Olson 40, Linkmyer/Brown, 8 points; 2) **Animal**, Sydney 38, Akrop/French/Lezin, 10; 3) **Octavia**, SC 50, Shep Kett, 12. (7 boats; 3 races)

FLEET B — 1) **Magna**, SC 27, John & Jim Case. (2 boats; 2 races)

FLEET C — 1) **Bullet**, Olson 30, Mike Gross, 3 points; 2) **Sirena**, Olson 30, John Martinelli, 4. (5 boats; 2 races)

## FARALLONES RACE (SFYC: June 15: 55 miles):

PHRO-I — 1) **Dayenu**, J/120, Dennis Jermaine/Don Payan; 2) **Auspice**, Schumacher 40, Jim Coggan; 3) **Kookaburra**, J/105, Craig Mudge; 4)



LATITUDE/ROB

**Tracy Usher won the Easom Founders Trophy and was top master at the Laser Nationals.**

**Secret Squirrel**, Schock 40, John Cladianos; 5) **Axel Heyst**, Custom Primrose 50, Jim Wallis; 6) **White Dove**, Beneteau 40 7, Mike Garl; 7) **Jarlen**, J/35, Bob Bloom; 8) **City Lights**, SC 52, Tom Sanborn; 9) **Fast Forward**, Aerodyne 38, Dan Benjamin; 10) **Kokopellii**, SC 40, Kevin Rooney. (23 boats)

PHRO-II — 1) **Dance Away**, Santana 35, Doug Storkovich; 2) **Setanta**, Baltic 42, Gerard Sheridan; 3) **Two Scoops**, Express 34, Chris Longaker. (7 boats)

MORA-I — 1) **Beat to Quarters**, Olson 30, chard Calabrese. (1 boat)

MORA-II — 1) **Sorcerer**, C&C Half Ton, Gr Cody; 2) **Coyote**, Hawkfarm, Arnold Zippel. (4 boats)

SHS — 1) **Troubadour**, J/33, Robert Johnson; 2) **Sundowner**, SC 50 mod., Anna Stockel. (5 boats)

## OYRA FIRST HALF RESULTS:

PHRO-I — 1) **Eclipse**, Express 37, Mark Down; 10; 2) **Auspice**, 10 points; 3) **Kookaburra**, 31; **Emily Carr**, SC 50, Ray Minehan, 32, 5) **El Ocas**, J/120, Rick Wesslund. (34 boats)

PHRO-II — 1) **Dance Away**, 5 points; 2) **TV Scoops**, 12; 3) **True North**, C&C 37, Jeff Dunnave; 14. (15 boats)

MORA-I — 1) **Mirador**, Antrim 27, Jody Harris; Annie Simpson, 7 points; 2) **Salty Hotel**, Express 27, David Rasmussen, 9. (5 boats)

MORA-II — 1) **Sorcerer**, 8 points; 2) **Coyote**, 1; 3) **Peggy Sue**, Laser 28, John Davis, 14. (8 boats)

SHS — 1) **Troubadour**, 9 points; 2) **Andiam**, SC 27, Mike Warren; 3) **Pegasus**, Celestial 32, Robert Maddison. (10 boats)  
(5 races; 1 throwout)

## EASOM FOUNDERS TROPHY (SFYC: June 22-23):

1) **#1168**, Tracy Usher, 5 points; 2) **#1091**, Rick Mosely, 14; 3) **White Jacket**, John Sutak, 17; 4) **#98**, Chris Raney, 17; 5) **Pipe Dream**, Jeff Nehms, 27; **Rage**, Vern Neff/Myron Erickson, 30. (13 Etchells)

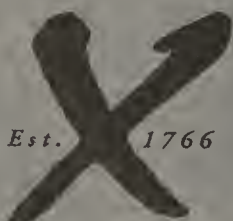
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Winning crew — Tracy Usher, Scott Gordon (middle), Zach Conrad/Gus Tenreiro (alternating bow guys).

### Race Notes

The next big thing: The 18th annual **North Sails Race Week** will occur on June 28-30 in Long Beach. About 170 boats are expected to compete in this always well-run three-day regatta. The Bay Area will be ably represented by about 35 boats, including six Farr 40s (sailing in their PCCs), three J/120s (sailing in their NAs), one 1D-35, four J/105s, four Melges 24s, five J/24s, four Folsom-based Santana 20s, and a handful of PHRF boats. Check out [www.premiere-racing.com](http://www.premiere-racing.com) to see how our squad fared.

Sale boats of the month: Chuck Parrish recently bought the **Farr 40 Wahoo**, which we're told he will rename *Slingshot*. Parrish also owns the gorgeous Wally Yacht 67 of the same name. . . Ian Charles just sold his successful J/105 **Sails Call**, apparently to a cruiser. . . Yacht broker **Chris Corlett** is leaving Sail California,



DAVID DIBBLE

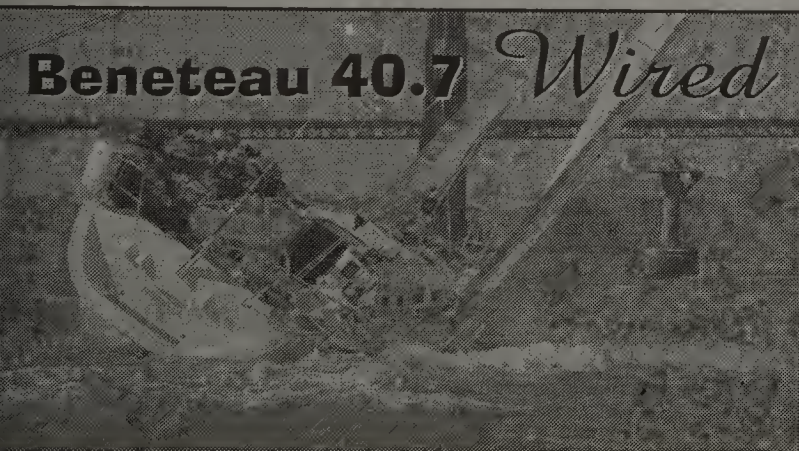
*In your face! Tough going at the first, and hopefully not last, Heavy Weather Optimist Championship.*

the Alameda-based J/Boat dealers, at the end of June after 12 years. Chris is currently weighing several options, including opening his own brokerage.

Child abuse? The first **Heavy Weather Optimist Championship** was held early last month in front of the St. Francis YC. Eleven intrepid juniors, ages 12-15, boldly

took their 7.5-foot Optimis out in winds that reached 35 knots as eight crash boats full of parents and coaches nervously stood by. The regatta was abandoned near the end of the first race, just after the first three boats finished — 110-pound Southern Californian **Charlie Buckingham** won, with 12-year-old, 66-pound Alicia Bernhard second, and Josh Leighton third. "Every one of these competent, well-prepared sailors proved why they were invited to this event," said Optimist proponent Bob Nagy. "They are the best junior sailors on the Bay!"

Random race results: The third running of the new **Boreas Race** (Half Moon Bay to Moss Landing), attracted just four boats on June 22. *Rosebud*, Roger Sturgeon's teething R/P TP-52 finished first, while Jack and Carol Gordon's SC 50 *Roller Coaster* won overall. Winds ranged from 0-25 knots. . . Two-time collegiate sailor of the year (Navy, '92-'93) **Brad Rodi** led his San Diego YC team to first-place in the **UBS Challenge** regional qualifier at Cabrillo Beach YC last month, just edging out Bill Schopp (CBYC) and Mark Gaudio (BCYC). This was one of six qualifying events around the country in



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# THE RACING SHEET

the UBS Challenge, a national match racing series which culminates in Newport, RI, in early August as top amateurs face America's Cup teams for a share of the \$100,000 purse.

Holy cow! With due respect to recent records set by *illbruck Challenge* (24 hour monohull record of 484 miles), *Pyewacket* (Bermuda) and *Magnitude* (Catalina), we think the most amazing milestone to fall this spring was the 24-hour distance record. Tracy Edwards' coed team on *Maiden II* (ex-*Club Med*) did **697 miles** in the North Atlantic on June 12-13, averaging 29 knots and hitting a top speed of 44 knots! That topped Steve Fossett's 1999 *PlayStation* record of 687 miles by ten miles. Among the crew for the teeth-rattling record dash were watch captain Brian Thompson (a former Fossett lieutenant), navigator Adrienne Calahan, and SoCal Olympic boardsailor **Lanee Butler**. Edwards was not aboard for the record run, but will rejoin the boat for their next series of record attempts, culminating in an all-woman assault on



DAVID DIBBLE

*More Heavy Opti action — Like the old Laser Slalom, this was a great spectator event.*

the Jules Verne Record early next year. Check out [www.maiden2.com](http://www.maiden2.com) for more.

Grand prix circuit: The Spanish team of Iker Martinez and Xabi Fernandez won

the **2002 49er Worlds** in Kaneohe Bay, Oahu, as we went to press. Four American teams made the 25-boat Gold Fleet — Morgan Larson/Ed Smyth (who finished 10th); Tim Wadlow/Pete Spaulding (13); the McKee Brothers (14), and Andy Mack/Adam Lowry (18). See [www.49er.org](http://www.49er.org) for the whole story.

... Mark Reynold and Magnus Liljedahl won the **Star NAs** on Lake Sunapee (NH) over a 52-boat fleet.

... Sweden's Marie Björling, the #1-ranked woman match racer in the world, returned to form at the **BoatUS Santa Maria Cup**, winning the J/22 match racing series fairly easily. Carol Cronin (USA) was second, followed by 16-year-old Giulia Conti (ITA) and San Rafael's **Liz Baylis**, the reigning world champion of women's match racing. See

[www.santamariacup.org](http://www.santamariacup.org).

The **2002 U.S. Youth Championship**, the premiere youth (under 20 years old) sailing event in the country, was held June 21-27 at San Diego YC. Results and lots more can be found at [www.ussailing.org/youthchamp/2002](http://www.ussailing.org/youthchamp/2002).

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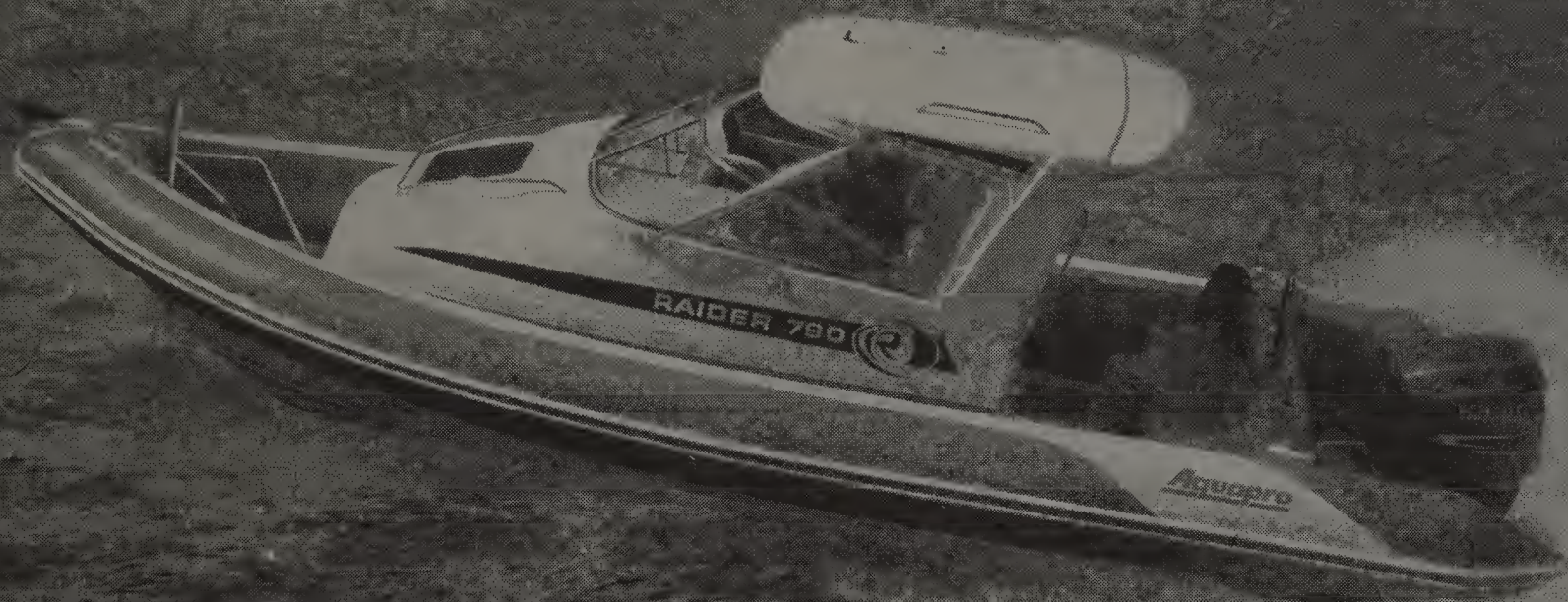
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July, 2002 • Latitude 38 • Page 183



With reports this month on **Common Misperceptions about the Cost of Chartering**, thoughts on **Picking Appropriate Charter Crew**, a neophyte sailor's **Spectacular Sail on Monterey Bay**, and miscellaneous **Charter Notes**.

## Think You Can't Afford to Charter? It's Less Expensive Than You Think

While many *Latitude* readers are die-hard charterers who seek out sailing vacations in far-flung destinations as often as possible, we'd be willing to bet that some of you simply peruse these pages wistfully, convinced that charter getaways are hopelessly expensive — far beyond your summer vacation budget.

But as that old adage warns, "things are not always what they seem." When you look at the actual costs of bareboat charter trips relatively close to home, we think you'll find them to be much more affordable than you expected — especially when compared to staying at a land-based resort. To prove our point, we researched several summer sailing venues that lie within a half-day's travel from the West Coast.

Seattle and Vancouver, the gateway cities for Pacific Northwest chartering, are just a couple of hours flying time from the Bay Area, and flights — in our current 'soft' economy — are downright affordable. In a quick check of current prices we found fares as low as \$138 from the Bay Area to Seattle (roundtrip) and \$250 to Vancouver.

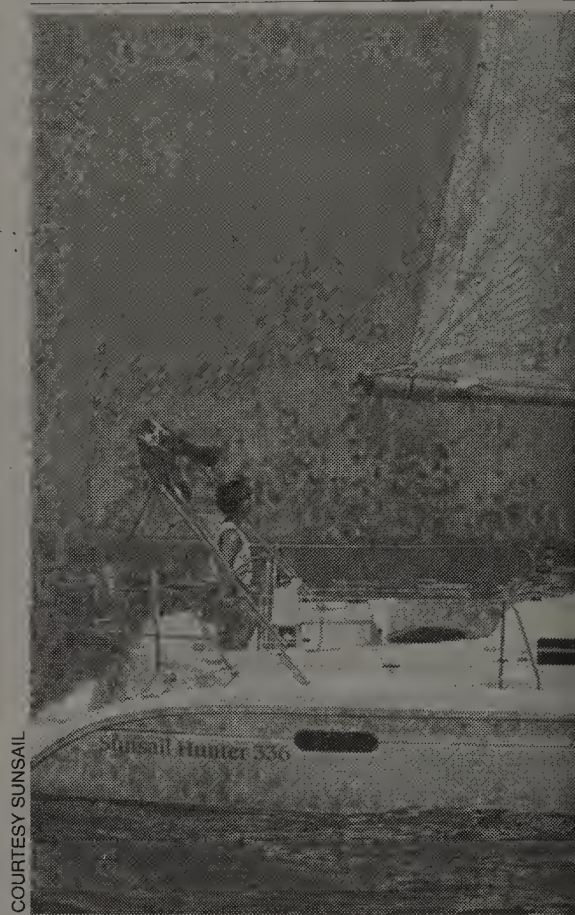
There are at least a dozen long-established charter outfits in the Puget Sound region — both city-based and out in the

*Isolated in the Western Caribbean, bareboats have only recently come to Belize. This is one of the 'busier' offshore isles.*

islands — so there are a wide range of boat types to choose from. To give you a few examples we checked out the offering of Anacortes Yacht Charters, one of the region's largest firms. They'll rent you a Catalina 30 in midsummer for \$1,300/week. Split between four adults that's \$325/person (with room for two or three kids as well). For \$50/person more (\$1,600) you could upgrade to a 34-footer of several makes. Of course you'll also have provisioning costs, but when factoring in food and beverage costs don't forget that you've got to eat anyway, right? You would have spent at least part of the provisioning cost on groceries in a normal week back home.

Likewise, three couples — who are 'pre-qualified' as being compatible — could be quite comfortable aboard a boat in the 36-38 foot range, i.e. a Jeanneau 36, Freedom 38 or Hunter 38. When split six ways, the \$2,000 price tag works out to only \$333/person. Or, for a more roomy ride, consider a Catalina 42 at \$2,600/week (that's \$433 each for six people). With any of these examples you're looking at a pretty reasonably-priced vacation — assuming you don't max-out your credit cards on souvenirs.

We should also remind you that American greenbacks go a long way in Canada these days, so you should consider spending at least part of your time in British Columbian waters — lavish dinners in Victoria have never been so



inexpensive for American diners. Similarly, Desolation Sound Yacht Charters (one of several Vancouver Island-based companies) has been advertising weeklong charters for as little as \$600 U.S. Note also that Sunsail has just announced a 20% discount on all Vancouver charters booked before the end of this month (July 31); the offer applies to sailing dates anytime in 2002.

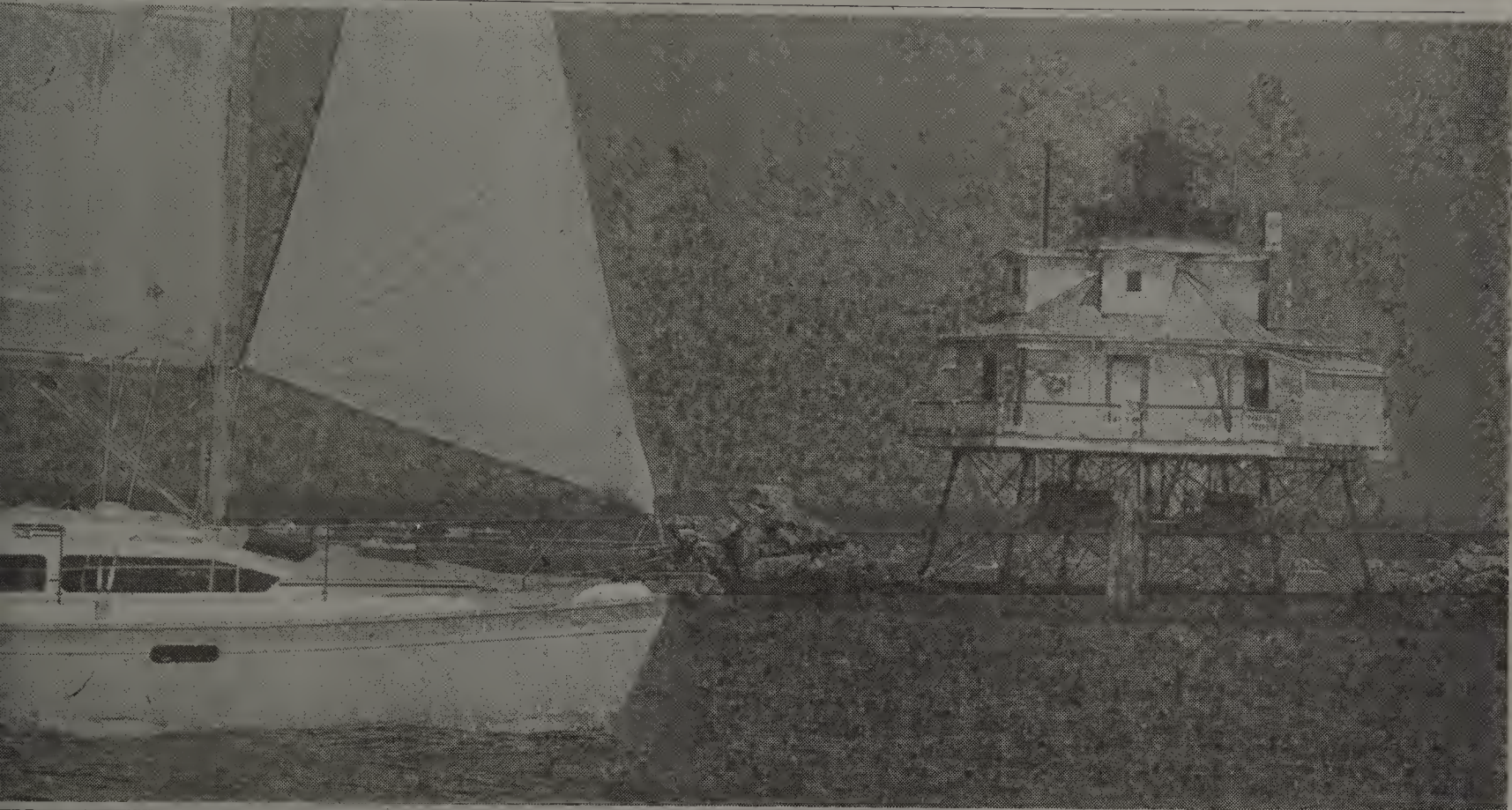
Here's an idea for those Left Coasters who plan to visit family and friends back east this summer: Consider a cruise through the expansive Chesapeake Bay, the nautical centerpiece of our colonial heritage. Less than an hour from our nation's capitol, Sunsail's base at Annapolis is ideally located for exploring this beautiful and historic region. For under \$1,300, mom, dad and the kids could have a week full of fun aboard a Catalina 32, gunkholing, feasting on blue crab and exploring the sights ashore. Or, if the budget is tight, they could opt for a 'Midweek Charter' (Monday to Friday) for only \$800. A larger group, say three couples, could charter a Beneteau 440 for \$2160/wk (\$360/person) or do a mid-week trip for \$1,350 (\$225/person) — such a deal! As every bargain-hunter knows, cheap flights to the East Coast are easy to come by these days — particularly to Baltimore (45 minutes from Annapolis) on Southwest Airlines.

Setting our sights a bit farther afield, yet without really venturing 'overseas',





# OF CHARTERING



***Planning a trip to the Eastern Seaboard this summer? Why not expand your itinerary to include a sailing trip on the Chesapeake.***

let's look at one of the bareboat industry's newest destinations: Belize. We generally consider February through mid-June to be the best sailing season in this sleepy Western Caribbean nation, as it can get pretty steamy there in the summertime. But if you're like many Americans who can only take vacations during the summer months, don't rule it out. The offshore islands of this fascinating sailing venue are sparsely-developed or completely uninhabited and the snorkeling and diving is excellent.

A further incentive is that rates are lower during the summer months. In fact TMM is currently offering ten days for the price of seven on all Belize charters through October 28. With that, the \$2,500 price for a six-passenger Tobago 35 cat works out to \$416/person or \$41/person/day. Heck, at those prices you can't afford to stay home. The Moorings also now offers boats in Belize, specifically their 3800 and 4200 catamarans. Whichever company you choose to book with, you'll be happy to note that flights into Belize City will be much less than to many other tropical destinations.

Addressing the current trend to vacation relatively close to home, let's next look at summer chartering in Mexico's Sea of Cortez, out of The Moorings' La Paz base (Mexico's only bareboat pro-

vider). Flights from SFO will run you about \$450 — about half the cost to the Caribbean. There's no two ways about it, temperatures around the Sea are seriously h-o-t during the summer — like in the 90s — so you'll want to plan on taking a midday siesta to avoid the worst of it. But the nights are perfect and the water is lovely for swimming and snorkeling, which is a highlight since marine life abounds there. Sightings of seals, dolphin and flying rays are common occurrences in this ruggedly beautiful region. Be aware, however, that outside of La Paz the only nightlife you'll find is that which you make yourselves, as most of the islands within the Sea of Cortez are completely uninhabited, as is most of its surrounding coastline. (Think of the money you'll save without the temptation of chic boutiques.)

The Moorings has a relatively small fleet at La Paz, so don't wait until the last minute to book. As an example of pricing, a three-cabin Beneteau 405 runs about \$2,600 (after July 9) which works out to \$431/person with three couples. As you might imagine, provisions are relatively inexpensive in La Paz. (See *Charter Notes* regarding a special Mexico promotion.)

So you see, you don't have to be a millionaire to afford a sailing holiday. Scrape up about \$1,000 per person and you can have your choice of these and other spectacular chartering venues. But

don't procrastinate, summer is already upon us and availability will soon be severely limited.

The charter companies specifically listed in this article can be reached as follows: Anacortes Yacht Charters (800) 233-3004; Desolation Sound Yacht Charters (877) 647-3815; Sunsail (800) 327-2276; TMM (800) 633-0155; The Moorings (888) 952-8420.

— latitude/aet

***The sailing grounds of the Pacific Northwest are renowned for their spectacular scenery, cozy anchorages and waterside parks.***



COURTESY ANACORTES YACHT CHARTERS



## Avoiding the Charter from Hell: How to Pick a Homogeneous Crew

Other than getting a third-degree 'lobster burn' on the first day of a charter, there are few factors that can tarnish a sailing vacation more thoroughly than picking the wrong folks to accompany you.

After you've discovered the pleasures of charter vacationing for yourself, it's only natural that you'd want to share the experience with close friends and relatives. But as you jot down the names of potential boatmates, we suggest you closely scrutinize their habits and personalities. It is truly amazing how someone who's normally easygoing, gregarious and helpful can morph into a selfish, overbearing monster when they find themselves within the confines of a relatively small sailboat.

Whether we're talking about a friend from the office, a neighbor, a school-days crony or even a family member, there are important things to consider. First, be sure you know *both* members of a couple before inviting them. Just because Sally is your favorite coworker at the office doesn't mean her husband or boyfriend is equally wonderful. Next, if you're inviting non-sailors, don't assume someone will be great company on a boat trip just because you've had fun with them doing other activities. Just because Fred was great fun on that trip to Vegas, don't assume he'll make be an ideal companion during a 30-knot squall.

As you think about each potential

***The charter crew that plays together, stays together. To insure a successful trip, be sure you pick compatible crewmates.***

crewperson, think about their attitudes and idiosyncracies: Will he pull his weight with the boat chores and galley duties? Is her party-hardy attitude going to mesh with the rest of the crew? Since he's accustomed to being the boss of his world, will he be able to work smoothly as a member of the team? Will her shy, quiet nature make her feel disconnected from the rest of the crew?

Unless you've known all your potential crewmates for years, we'd highly recommend that you get your whole group

***Even after years in the charter biz, guys like Scott Lighthall never seem to tire of sharing their watery world with newcomers.***

together prior to the charter for a daysail — perhaps even sleeping aboard — or some other active, outdoor activity such as a campout. If there is a personality clash or some other serious issue, it will be much better to sort it out here, on your home turf, than 5,000 miles from home. And if you're entertaining the idea of bringing kids along, it is *essential* that you're sure your kids will get along with theirs.

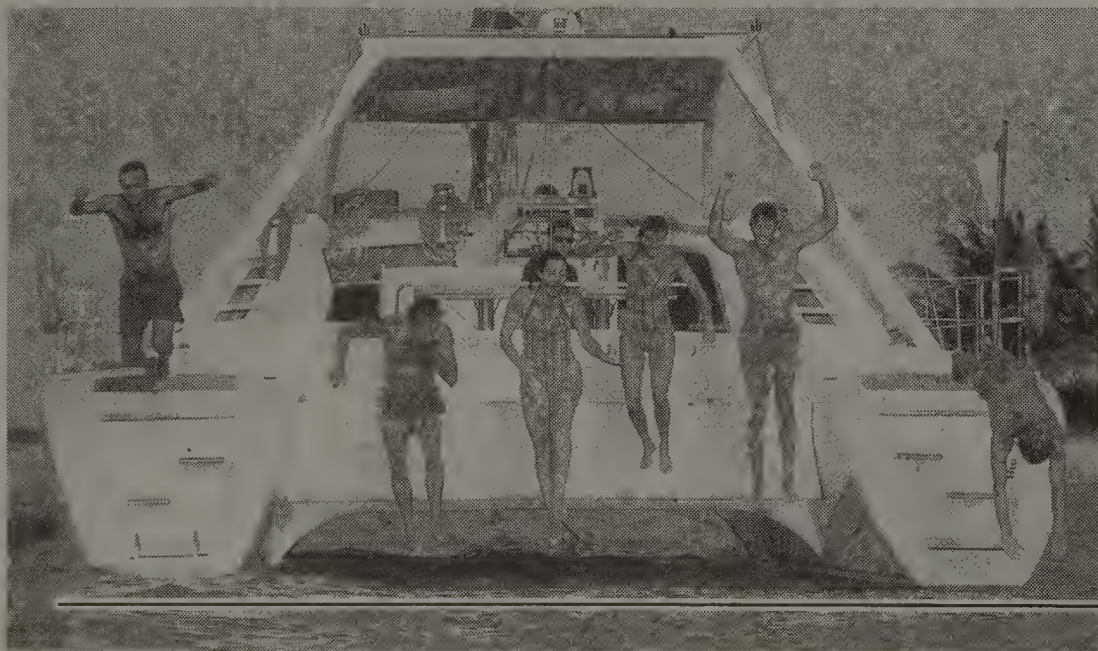
The reason we're harping on the importance of carefully choosing your crew is that we've heard plenty of horror stories from readers about how one bad egg turned a dream vacation into a charter from hell. Trust us, you don't want to go there.

— latitude/aet

## A Life-Altering Daysail on Monterey Bay

Tuesday, April 9, was the most amazing day of my life and it's all thanks to the wonderful people at Lighthall Yacht Charters in Santa Cruz.

I set out on a two-day charter departing Santa Cruz Harbor on Monday morning, after a night spent resting aboard Lighthall's Catalinà 42, *Leading Edge*.



COURTESY SUNSAIL



# OF CHARTERING



ALEX FIELDING

Scott and Krista Lighthall, co-owners and operators of the charter company, had taken me for my first sails a few years earlier, introducing me to the sport and teaching me how to sail, so they were the first people I called when I wanted to take a couple of days off and head to Monterey the leisurely way, while touring the peninsula to enjoy the views and unwind before tax day. We even scheduled enough time so I could try my luck at salmon fishing.

Although going directly from Santa Cruz to Monterey is normally less than a three-hour voyage under sail, we started out early and I asked my gracious skippers if salmon fishing was really something we could do. They hopped into action, readying the boat for trolling and preparing a pole for fishing off the stern. Within 30 minutes we had the first bite and before 11 a.m. I had my two fish (the limit) on board. We then returned to sailing up the coast while snapping pictures of some of the local wildlife and enjoying a wonderful lunch, served fresh and hot.

As interesting and wonderful as the trip into the Monterey Harbor was, things really became interesting the next day when we departed Monterey. After a wonderful dinner the night before and a restful morning spent sightseeing around the harbor, we departed in late morning and

decided to head to Moss Landing to do some more sightseeing. Once underway, however, I was able to again convince the Lighthalls that this salmon fishing thing was worth another attempt. Both Scott and Krista agreed and, although Tuesday was a slower morning, I had just as much fun while enjoying the wonderful coastal views and experiencing the waters first hand. After landing my first fish of the day, I decided that I really needed to do more sailing and less fishing. So the Lighthalls happily cleaned the boat up, and we set sail for Moss Landing. On the way, something caught our collective eyes at the same time: killer whales!

The big orcas were approximately a quarter mile away and it looked like they were actually swimming over to us — a total of seven of them. Scott shut down the boat, while I grabbed my camera and headed for the bow. They were still quite a distance away, but every time they popped up they were a little closer. Finally, almost out of nowhere, they were all around us. The largest of the group decided to check us out before all the others moved in. But after swimming directly for the boat and then under the boat and surfacing again shortly thereafter directly behind the transom, I watched Captain Scott fly almost a foot into the air when that orca spouted a mist into the air no more than two feet off our stern.

The orcas graced us with their presence for several minutes before heading back to their own sea journey. I asked my hosts if we could follow them, but Scott and Krista graciously explained that this was the most amazing sighting they'd ever experienced and that these creatures of the deep were probably on a migratory path or on their own 'destination sailing' event, so we should just cherish those awesome moments and allow them to leave us.

I would recommend Lighthall Yacht Charters to anyone who is looking for that

extremely-affordable vacation getaway, as a balance to the pressures of 'real life'. The Lighthall's love of sailing and of people shines through on every sail and their gracious hospitality, sense of awareness, knowledge of the local environment, and hilarious sense of humor makes them my number-one choice for an experience of a lifetime that can be had close to home without breaking the bank.

— alex fielding  
los gatos

Alex — Thanks for sharing your uplifting story with us. As is our custom, we're sending you a Latitude T-shirt as a thank you. See you out there!

Readers — Santa Cruz-based Lighthall Yacht Charters, (831) 429-1970, has a fleet of Catalina sailboats ranging from 30 to 42-ft which are rented as bareboats and used for sailing instruction. Pacific Yachting & Sailing also offers a wide range of sailboats in Santa Cruz: (800) 374-2626 or (831) 423-SAIL.

## Charter Notes

With every economic slowdown comes predictable business practices such as **discounted pricing** and other enticing incentives. So it goes that during our current economic 'dip', charter companies — both large and small — seem to be offering an increased number of **special deals**.

As we go to press, for example, a special **Sunsail promotion** is in its final days, offering a **35% discount** off both air and boat pricing for charters through December 14, 2002. The deal ends, how-

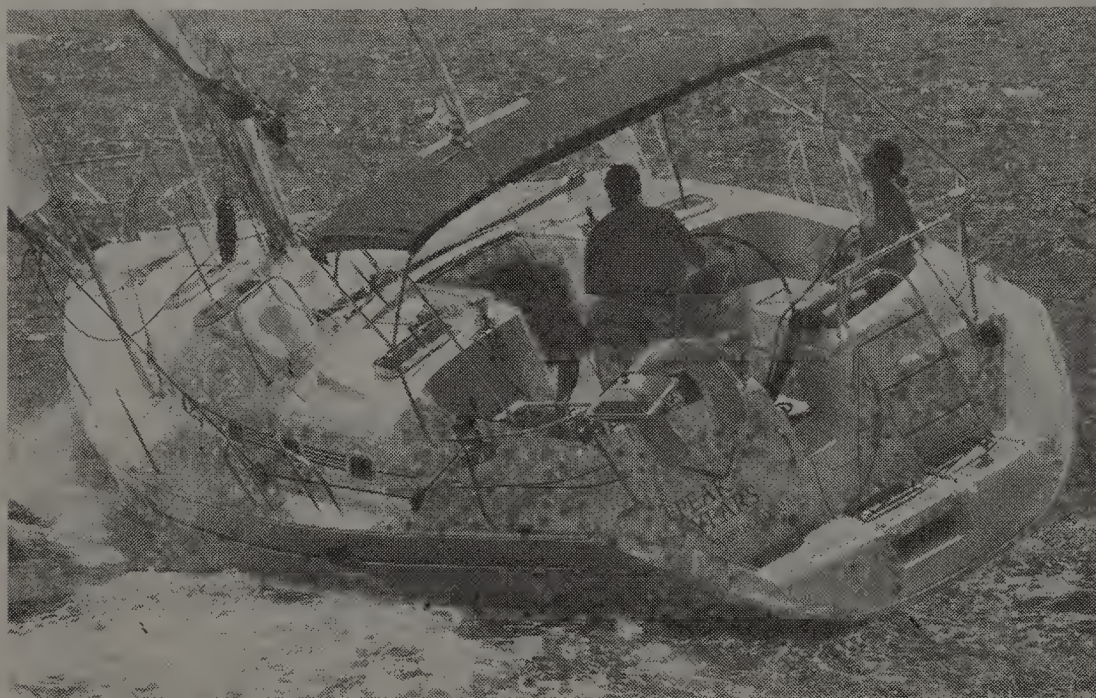
**When planning a two-family charter trip, make sure you determine in advance that your kids are compatible with theirs!**



COURTESY SUNSAIL



# WORLD OF CHARTERING



COURTESY THE MOORINGS

ever, June 28 — the day this issue hits the docks. But who knows, maybe they'll extend the offer if you only miss the deadline by a day or two, so give them a call at (866) 644-2325 (quote reference: AASAL) or (800) 327-2276.

*Picture yourself sailing in the Caribbean this summer. Current discounts could help to make that dream a reality.*

Alternately, **The Moorings** has just come out with a similarly tantalizing proposition. At any of their **Caribbean**

or **North American bases**, they'll give you **25% off** on charters of 14 days or longer and **15% off** on shorter trips (five day min.) if you book before July 15. The offer is valid for charters between July 1 and November 15 in Tortola, St. Lucia, Grenada, Martinique and St. Martin (although some catamarans are excluded); and from August 13 to October 19 in the Bahamas and Mexico. Call (888) 952-8420 for details.

As we noted earlier in these pages, **TMM**, (800) 633-0155, is offering ten days for the price of seven in **Belize**, a **30% savings**, and we'd be willing to bet that careful shoppers can find a variety of other bargains out there too. Naturally, boat costs only make up part of the equation, so if you're looking for **low-cost flights** and are flexible on your travel dates, we suggest you check the websites of major air carriers often to keep yourself informed of their frequent "**web specials**" — for some folks the remarkable savings can make an otherwise-impossible trip doable. So buckle down and do your homework!

— latitude/aet



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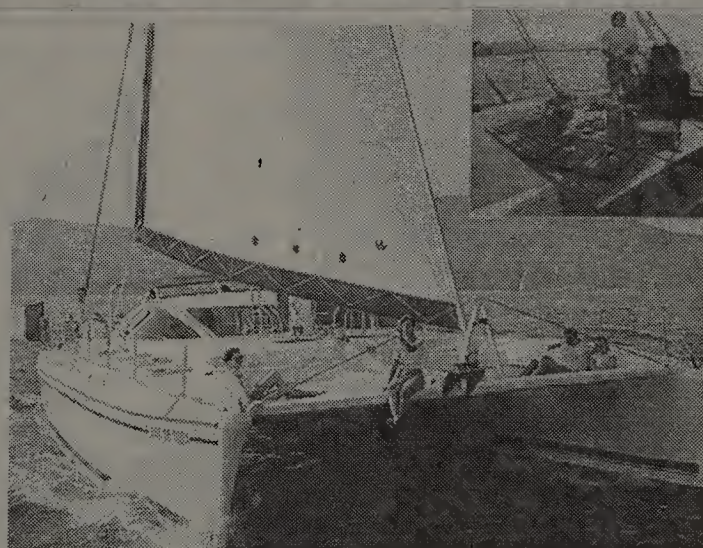
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# CHANGES

a point at the mouth of the Rio Chone. The entrance is only about 10 feet deep at high tide, and is not marked. The local Ecuadorian Navy Port Captain seems to be in cahoots with the private pilots, as he required boats to take a pilot in and out — at \$30 each way! That's \$5 more than last year. The Ecuadorian regulations state that while pilotage is highly recommended, it is not required. The U.S. *Sailing Directions for South America* make the same statement. We spoke with the Port Captain on this subject, and are hoping they'll rethink the pilot requirement. We also had a navy man ask for a gift of a decal of the Statue of Liberty for his truck, and later for a flashlight. While these are small items, it was awkward. He's the only person who has 'hit' on us this way.

Other costs for entering Ecuador included \$30 at Immigration — which seems to be the fee per boat, as others with less aboard also paid the same amount for 90 days. The closest Immigration office is in Manta, a 2.5 hour bus ride away. You have to see them within seven days of arriving. Manta is also the center for the fishing fleet, and is reputed to be a good place to get parts. There is also a fee for buoys and lights of \$0.33/ton, a radio fee of \$9.24, and a \$3.96 "contamination" fee which, we think, is for an oil pollution fund. All in all, it cost about \$100 to get in and out of this port. Don of *Starship* tell us that when you get to your third port — as he did at Puerto Isabella in the Galapagos — you're not charged any more.

Bahia — as the locals call it — is a would-be resort town. The last president had a weekend place here, which prompted many improvements in the infrastructure and real growth. At least until the 1998 El Niño washed the beach away. Then an earthquake caused mudslides

*Ecuador is about 500 miles south of the Panama Canal. It used to be — along with Venezuela and Colombia — part of Gran Colombia.*

and further damage to buildings. The town is now back to being a sleepy place with a wide oceanside beach at low tide. Boats anchor in front of the Port Captain's office and go ashore by dinghy. The best place to tie is alongside the navy landing craft ferry, which is usually bow-in to the sea wall. The difficulties in this anchorage include strong outgoing current, especially on spring tides with heavy rains up-river. Heavy rains can also mean a lot of floating debris.

There is no easily available source of drinking water, and all water and fuel is jerry juggled. At this time, there is only one guy providing any service, and that is a costly laundry pickup. With some hunting, you should be able to find cheap services, as the labor market is extremely depressed. There is a hotel next to the Capitania where you can shower for \$1. Some of the pluses of Bahia are the restaurant close-by with almuerzos for \$1.50 and 1 liter beers for \$1. There is also a video rental and several Internet cafes close by. There is a local market open every morning with fresh produce, and several stores that have most essentials.

A number of boats have been left at anchor while crews visit inland Ecuador. There are usually other boats nearby to watch the empty boats and being in front of the Capitania helps. Despite this, several dinghy motors have been stolen, although only from dinghies left in the water. A gringo by the name of Gary Swenson is starting the paper process to establish a 'marina' here. Initial efforts will probably result in moorings, services, and a haulout facility. Due to current and six-foot tidal range, building docks would be costly.

More next month.

— craig & sarah 6/15/02

## Peregrine — Passport 42

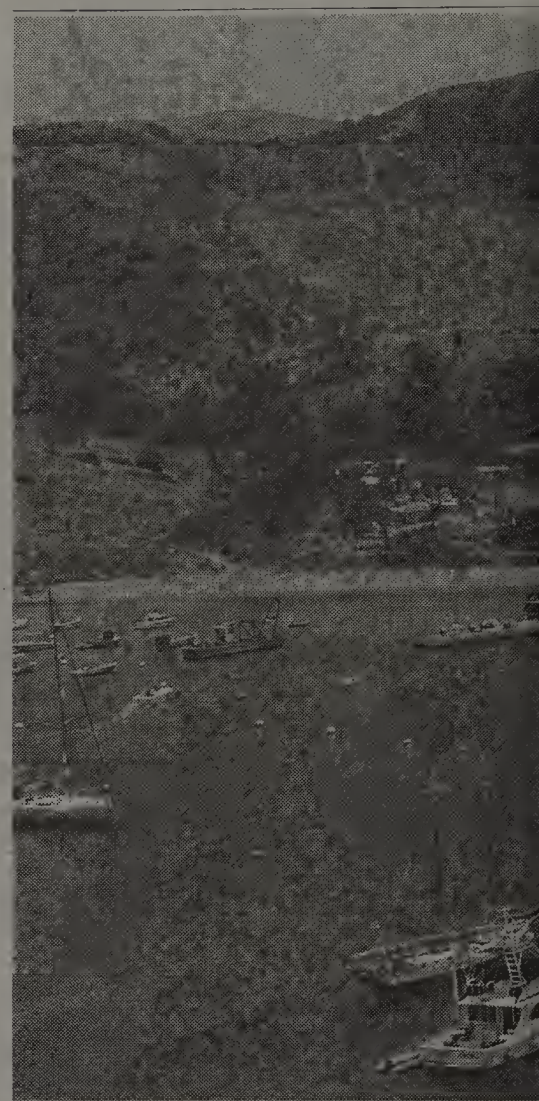
Jean Nicca

Cyprus

(San Francisco)

The last time I wrote to you was near the end of last year, asking your opinion about whether to make the trip up the Red Sea this year. You thought it wasn't a good time. Well, I'm writing from Larnaca, Cyprus, so I decided to make the passage and completed it.

What happened was that I was in Thailand and got all psyched up to make the passage. This wasn't until the end of January, which is a bit late. Nonetheless, I figured that I could sail to Salalah, Oman, and if things looked bad in the Red Sea, I could always make a run to Dubai and stash *Peregrine* in a marina for a year.



When I stopped at Galle, Sri Lanka, on the way to Oman, I found a lot of boats were planning to head up the Red Sea despite potential political problems. While at Galle, a French warship came into the harbor and invited all the yachties aboard for a reception. The ship's captain told everyone that there were warships from all over the world in the Red Sea, and that his ship was going to patrol the Yemen coast looking for pirates.

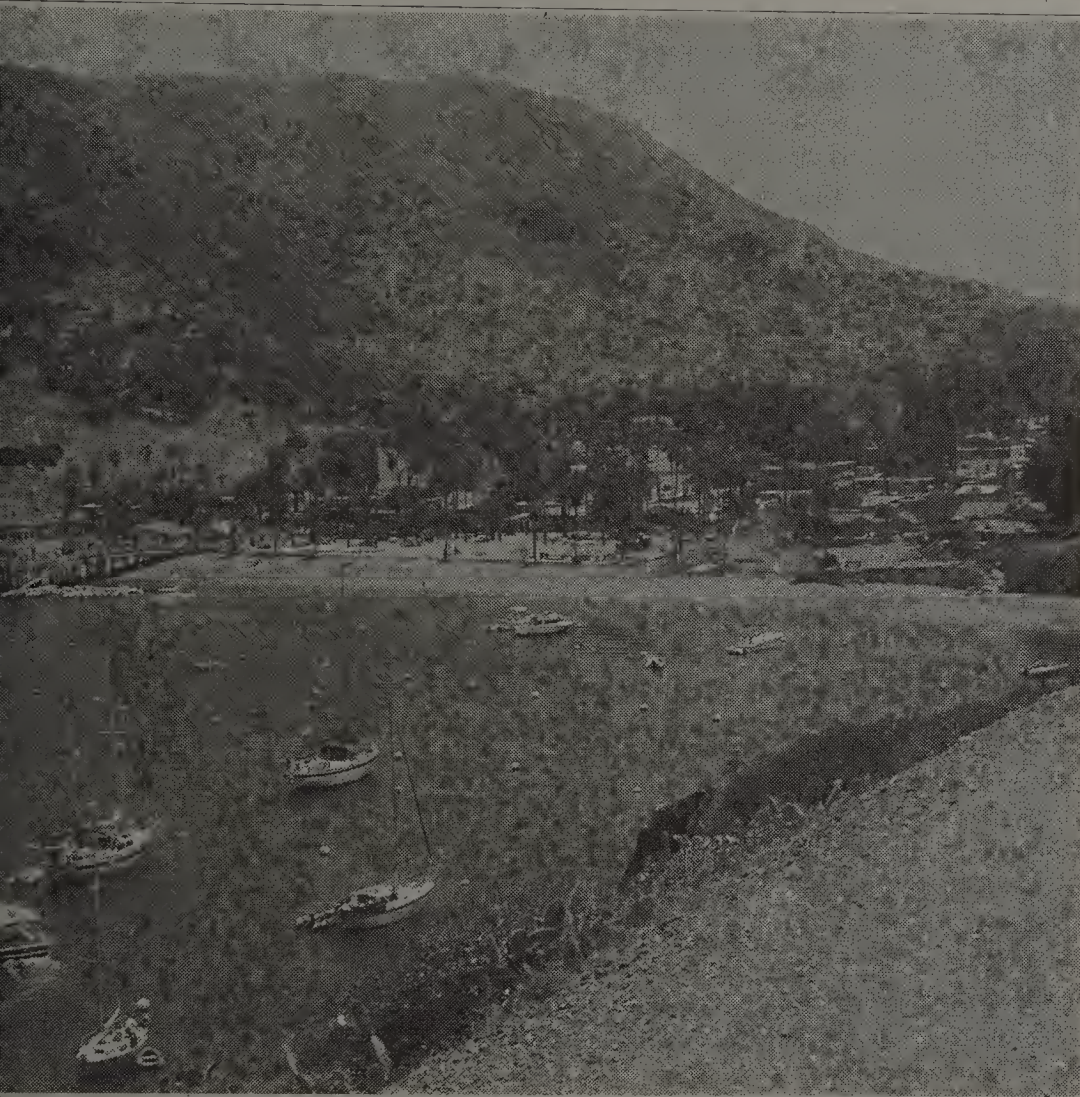
When I got to Oman, I met lots of yachties that were heading west. When I talked to them, the consensus was that rather than this being a dangerous year to head up the Red Sea, it might be the safest year of all. It was after hearing this that I made up my mind to do it. My crew person had jumped ship in Galle, so I would be singlehanded.

As it turned out, there were no acts of piracy in the Gulf of Aden this year. *Bohay*, a 55-ft German catamaran, lost her mast in a storm just north of Bab El Mandeb. I had a very fast passage to Eritrea, but lost my Firdell Blipper and VHF antenna in that same storm.

While at Massawa, Eritrea, I recruited a crewmember, then sailed to Suakin, Sudan. From there, I made a nonstop







LATITUDE/RICHARD

*The government reports they've received intelligence that 40 Al Qaeda terrorists may be headed to California, specifically Catalina. No kidding. So we're going to take 'Profligate' there for the month of August to stand guard — and enjoy some California cruising. We hope you'll come by to say hello.*

passage to Safaga, Egypt, without stopping at any *marsas* or islands. It was a long and hard motoring exercise directly into north winds. From Safaga, I sailed to Abu Tig Marina in Egypt, where I dismissed my crew member. I then motored up the Gulf of Suez to the Suez Canal, where I had an uneventful transit.

Although there was no piracy or political problems, this was not a good year for coming up the Red Sea, as five yachts were damaged or destroyed. *Bohay* lost her mast and was abandoned. *Liberte*, a small French steel boat, *Husar II*, an Morgan 60 from the U.S., another 40-foot French boat, and *Cariad*, an Australian 40-footer, all went up on reefs. *Cariad* sunk while being towed to a wharf, but is now on the hard and being repaired. I don't know the fate of the others.

All in all, I'm glad to have the Red Sea behind me. I will leave *Peregrine* on the hard here in Larnaca for a year while I do some land travel. Next year, I'll cruise Greek and Turkish waters. After that, who knows.

P.S. I love the magazine. I have every

issue mailed to wherever I am.

— Jean

*Jean — We're glad we were wrong about coming up the Red Sea this year. First, because it meant there weren't any pirate or political problems, and second, because it proves that our opinions are — as advertised — fallible.*

*Even if it didn't show the devastating effects of decades of war, Massawa, Eritrea, still wouldn't be a garden spot of the world.*



MAVERICK

## Cruise Notes:

We'll start this month with an account of maximum hospitality.

"Linde, Luke, myself — and our cruising dogs Wally and Muppet — arrived at Bahia Del Sol, El Salvador, after a benign crossing of the Gulf of Tehuatepec and passage along the coast of Guatemala," reports Ruck Goldreyer of the Brewer 43 **Siren's Song**. "We arrived at the offshore coordinates for Bahia Del Sol Hotel at 3 p.m. and contacted the hotel for a *panga* guide to take us in. They advised us that it was too rough to cross the bar, and so they would guide us in the following morning. After a fairly rolly night in 35 feet of water, Santana, *panga* guide extraordinaire, came out and advised us that it was still too rough get three boats safely inside. We were travelling with **Mamouna** and **Linda Lea**. Before we could become disappointed and move 35 miles further south to Barillas Marina Club, Manager Hector Castro and Bahia Del Sol owner Marcos Zablah got on the radio — and offered to post naval guards on each of our boats offshore, and to give us free rooms at the hotel! Well, you can imagine our reaction to such hospitality. After a guard was placed on each anchored boat, a *panga* picked up the crews from the three boats, took us across the bar, and up to the hotel. Once there, we were given a warm welcome by Immigration, the navy, and the hotel. Bahia Del Sol accommodated us so royally that our dogs even got a fenced yard with our air-conditioned suite!

"For three days the bar was closed, so our accommodations continued to be on the house, and the navy continued to stand anchor watch on our boats. On the fourth morning, Santana deemed that it was possible to get our three boats in — but it was still not safe for the five boats already in to try to get out. With Santana's help, our three boats made it — although



# CHANGES

Salvador, who keeps a boat at the marina, came by a few weeks later, introduced himself, and personally welcomed each of the American and Canadian cruisers. Unfortunately, we were traveling in Guatemala at the time, and missed his visit.

But what a pleasant change the clearing procedures were from Mexico, with their ridiculous day long check-in/check-out procedures and excessive fees. As much as we love Mexico, we don't miss that nonsense at all. In contrast to the warmhearted people of Mexico, Mexican officialdom is becoming positively cruiser-unfriendly. We can take a hint, so after all our years in Mexico, are happy to be spending our dollars in a country that make us feel welcome.

Ken only had another week of vacation, so we decided to do some exploring inland. We took the 'Chicken Buses' to Usulután, San Salvador, Suchitoto and Santa Ana. It was a real learning experience, as we talked to people about the civil war and how it affected them. One fellow told his incredible story of winning a scholarship to a college in Wisconsin, but the final papers not coming by the time school was to start. His father asked him if he would like to go to the U.S. and try to get into school, thereby avoiding having to fight in a senseless war at the tender age of 16. His father gave him what money he could — which was \$100. He was to take four other young men with him and use the \$100 wisely to get them all to the U.S. They bused and hitchhiked all the way from El Salvador to the Mexican border at Brownsville, Texas, where they swam the Rio Grande. He is now back in his hometown of Suchitoto with his American wife and two children running a small hotel.

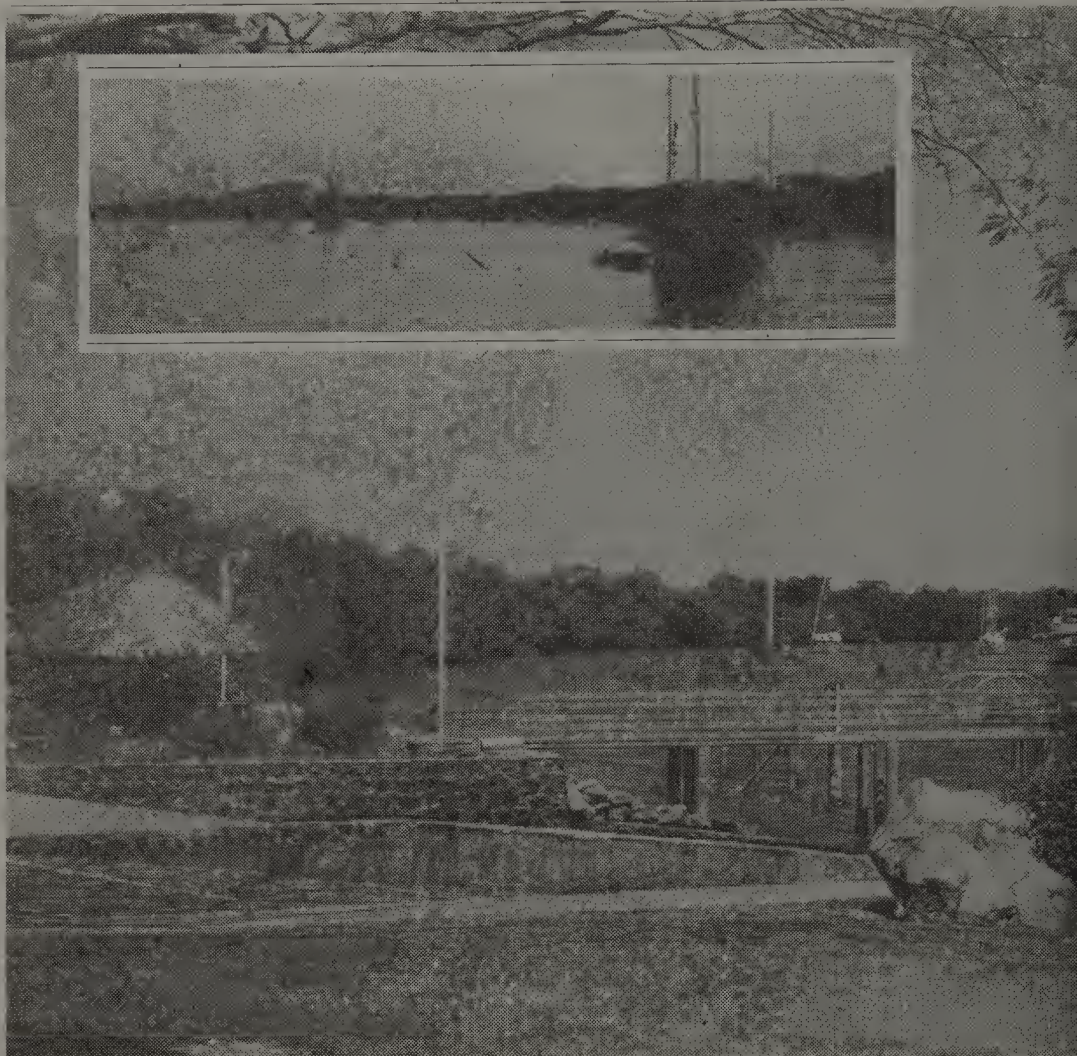
We were in the colonial town of Santa Ana on Good Friday, and were able to watch the making of the 'carpets' for the procession later that day. 'Carpets' are pictures made on the streets from different colored sawdust and flowers. They are very elaborate and take hours to create. Then the procession starts, wiping out the carpets. This is a big tradition of all Central America, particularly Antigua, Guatemala.

Another colonial city, Antigua was once the capitol of Central America. It was built in the 1600s, and because of earthquakes has many ruins. Antigua is probably the most picturesque city in all of Central America. It is surrounded by volcanos, one of which is active, and at night you can see the lava flow. After Ken left, John and I enrolled in language school, and spent the next 3 weeks living in Guate-

malan homes. We attended class from 8-12, then did many other things — took tours of the city, took salsa and merengue dance lessons, climbed an active volcano, visited and hiked at Lake Atitlán, visited a coffee and macadamia farms, enjoyed a Mayan music museum, several ruins and museums, concerts, and visited a water park. John's instructor was a former engineer in the Guatemalan army, who fled to the U.S. with \$10 in his pocket when warned that his pro-peasant views were very dangerous. He returned 15 years later after the civil war had ended, but still fears for his safety. He's trying to live a quiet life teaching Spanish.

After more than three weeks, Linda's brain could absorb no more Spanish, so we took off to see more of Guatemala. We took a shuttle to Guatemala City, then a luxurious bus to the island town of Flores, where we stayed a few days with a beautiful view of the lake. We visited Tikal, the former capital of the Mayan Empire, and climbed the 140-foot towers until we couldn't walk anymore. Tikal is a real wonder.

Our next stop was the Rio Dulce on the Caribbean side, as we don't plan to do the Caribbean with *Hawkeye*. We would have loved finding a boat going south and through the Canal back to El



*The calm and secure anchorage at Barillas Marina, El Salvador, as seen at two different times of day.*

Salvador, but everyone was hunkering down for hurricane season. We took a long panga ride to the coastal town of Livingston, and spent the night there. Back in Rio Dulce, we found a resort with little A-frames built right over the water, with the jungle just outside our back door, for just \$21 a night. After relaxing in the pool, one morning we decided to take a hike to a rubber plantation with a German girl. We had just gotten out of the pool and were heading up a small trail towards the owner's house when a young fellow came down the hill towards us. Linda started greeting him in Spanish when he suddenly pulled out a knife and started demanding "dinero". John pulled out a small pocketknife, but Linda didn't think that was going to work. John then pulled a whistle out of his pocket and started blowing it like crazy — which did the job. That guy took off like a scared rabbit into the jungle.

When the plantation owner found out what happened, he set out with a gun while someone called the police. Linda made him promise he'd just scare the guy, not shoot him. Ten minutes later, four





KEN ALLISON

of the Red Sea, within a very short time we were sailing/surfing up the Red Sea in 45 knots of wind. In a panic, my dad furled the headsail and reefed the mainsail. Shortly after that, our 'pod' of cruising boats travelling together for security consisted of six boats under bare poles and one French boat very far ahead still carrying some sail. The conditions remained the same for the rest of the night, so at first light my dad set our storm sail. Most of the VHF traffic was about how the wind couldn't blow so hard for very long and how it would blow itself out within the hour. At the end of the second day, we gave up hope that it would ever blow itself out. So our pod — minus the surfing French boat — took refuge in Mersa Dudo, Eritrea.

We stayed at Mersa Dudo for two days, during which time we got to experience our first African dirt storm. The air was so thick with dirt and dust that we couldn't see the shore or even the boats anchored next to us. So we had mixed emotions about being in the Red Sea. We were ecstatic that we'd made it safely, but due to the weather, we were terrified to be there. Should we have gone around South Africa?

Soon there was jubilation, however, as the French boat that had continued on to Port Smyth, Eritrea, was reporting they were enjoying a calm anchorage next to a living reef under blue skies. That night we left Mersa Dudo and sailed north to Port Smyth, where we finally got to experience the beauty for which the Red Sea is renowned. We stayed at the island of Port Smyth for two days, swimming around the reef, playing on the beach, and doing school work.

From Port Smyth, we sailed to Eritrea's Port Massawa. The harbor was crowded with containers of food aid from the United States. We took a road trip from Massawa up into the mountains to Asmara, where the air was cool and the city European. The wide sidewalks were crowded with cafes, which were filled with members of the U.N. peacekeeping force. They sipped cappuccinos and lattes, and munched on Italian pastries. This was Africa? Actually, this was Asmara, a little bit of Italy in Africa.

While at Asmara, we met a refugee who had spent the last 18 years living in San Francisco. He had returned home with the dream of opening the first Ace Hardware store on the African continent. We bought some flashlight bulbs from him and wished him luck. Our stay in Eritrea was inspiring. Like the small island/nation of

the Cooks in the Pacific which we visited two years ago, the people of Eritrea are proud of their freedom, their country, and themselves.

From Massawa, we island hopped up the coast of Eritrea and into the country of Sudan. Everybody thinks the Red Sea has nothing but winds out of the north, but in the southern part, the winds are often out of the south. We had light breezes out of the south. While travelling along the coast Sudan, the water was clear, the sea life plentiful, and the anchorages secure. We saw more whales, dolphins, manatees, and reef fish in the Red Sea than any other body of water we've visited to date! The dolphins of the Red Sea are very friendly. Some large bottlenose dolphins followed us while we were motorsailing one day, and we watched them from the bow as they played around. Our motor conked out for about 90 minutes before my dad got it going again, but much to my surprise, the dolphins waited all that time for us!

The coast of Sudan has perhaps the most spectacular reefs and reef life in the world, but the ports of Sudan are to be avoided. We entered the port of Suakin thinking that we would be able to buy some diesel and then depart within the

*Be like an Egyptian! Young Kate mimics the stone statue of another young lady with this 'wooden' pose.*



VOYAGER

## **Voyager — Cascade 36 Kate Rakelly (8) And Parents The Red Sea (Portland, Oregon)**

*[Continued from the June issue.]*

Having finally came through the Bab el Mandeb or Gate of Tears at the bottom



# CHANGES

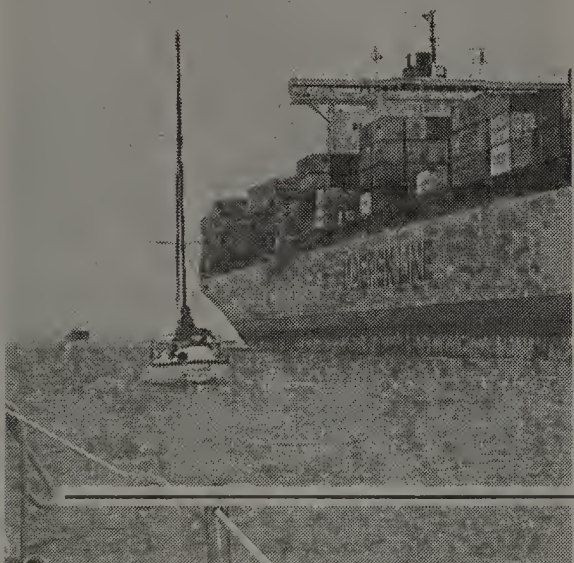
hour. But my parents made the mistake of giving our passports to a "friendly" agent who was supposed to arrange to get our fuel for us. He didn't return for three days, and when he did, it was without fuel. Worse still, he forced us to pay \$125 U.S. before giving us our passports back. My father was extremely upset.

As we sailed north, we made overnight stops at offshore reefs and two *marasas*. These were beautiful stops, but at times boring, as we were held up at the *marasas* waiting for the wind direction to change. During those boring days I did a lot of school work.

After reaching Abu Tig Marina, south of the Gulf of Suez in Egypt, we stopped for a month to do some land touring. Our first trip was to Luxor to see the temples, tombs, and upper Nile river. What do you think my parents did when they finally got away from their beloved yacht? They rented a *felucca* to sail up and down the Nile!

When we got back to Abu Tig Marina, it was a sad time for us boat kids, as from here we'd be going our separate ways. We had sailed together from Australia to Egypt, and during that time had developed close friendships, so the good-byes were difficult. But it had to be, for the Scandinavian boats had to leave so that they could be in the North Atlantic before the end of summer. The French and English boats were at the end of their circumnavigations, and wanted to head straight for Turkey and Greece or the Western Med. A few of the 'kid-boats' left for Jordan, with promises that we'd get together again in Turkey. But all in all, it was a sad time. Mia, my best friend, had to take off for her home in Norway — I'm

*You can throw away the key, because the Suez Canal is a sea level affair. Unlike the Panama Canal, which was built later, it has no locks.*



VOYAGER

afraid that I'll never see her again.

Our family's second road trip was to Cairo and the El Giza plateau, where we visited six of the pyramids of Giza, the Egyptian Museum of History, the Islamic Art Museum, and the Islamic Bazaar. Cairo is a modern city and home to 20 million people — all of whom tried to sell us a T-shirt or clay model of the Pyramids.

To reach the Med, we had to travel up the 100-mile long Suez Canal. It was very windy, but the water was flat since we were in the narrow Canal. We made an overnight stop at Port Ismailya, which is the halfway point in the Canal. Port Ismailya is the best city in Egypt and home to President Mubarak, so it's clean, has lots of trees and grass, fresh water canals, and a modern yacht club in the center of town. On April 29, about six weeks after leaving Oman, we entered the Med and said good-bye to the Middle East.

In summary, our trip through the Middle East was safe, enjoyable, and very educational. Our sail up the Red Sea took 11 weeks, during which time we only sailed 17 miles to windward. The other 1,200 miles were off the wind. This is very unusual.

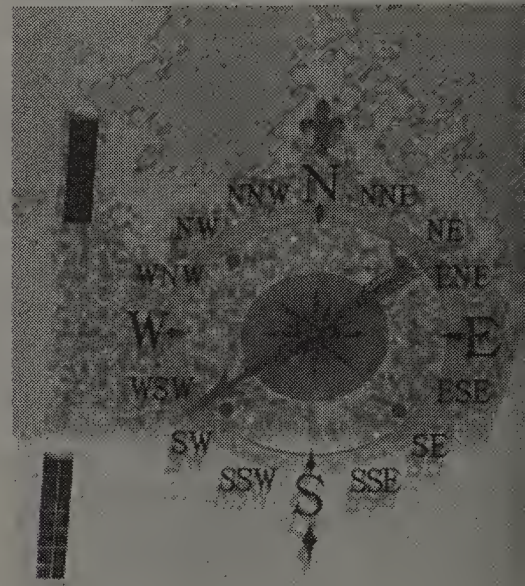
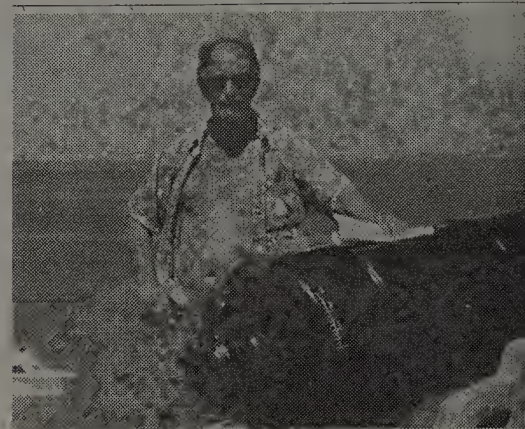
If you are an adult planning a trip through the Middle East, you should brush up on U.S. policy, as that's all the people talk about. My father got so tired of it that he began telling people that we were from Iceland.

— kate 5/5/02

## **Sturdy — Kelly Peterson 46 Stephen Lee New Adventures in Bermuda (Northern California)**

Having been a first mate on a Bowman 57 sailing to all the islands of the Caribbean as a young man, it has been a long time since I went to sea. I had my heart set on a Kelly/Peterson 46, and after three failed attempts at making a deal on brokerage boats on the West Coast, Rick Whiting of ABC Yachts in Sausalito and I located one in Annapolis, Maryland. We then came up with a plan of sailing her to Bermuda, keeping her there for the summer hiding out from hurricanes on a safe mooring, then moving her down to the British Virgins in November.

We finalized the deal on the May 8, with the help of Rick and Sausalito's Jeff Stone, who was the surveyor and would be the delivery captain. The boat surveyed well, nevertheless, there were many things to do to make her ready for an ocean passage of more than 600 nautical miles. Jeff and I immediately returned to the West

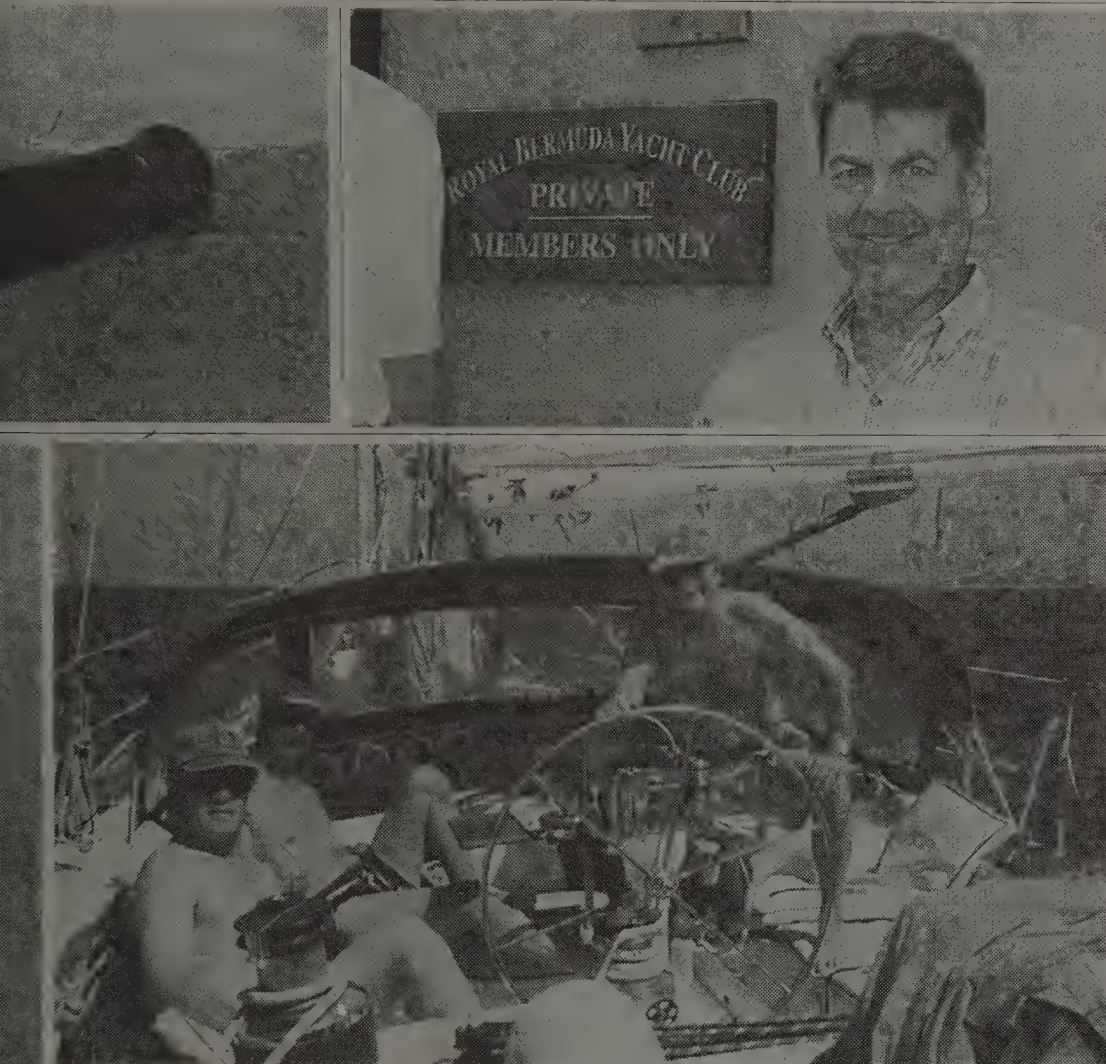


Coast, leaving Rick to commission the boat and prepare her for the voyage. This wasn't so easy, as all the boatyards in Annapolis were backed up with work until sometime in June. But with the help of Charlie Duvall, the listing broker in Annapolis, we were able to book the boat into Fred Vogel's boatyard on Gibson Island, which is just north of Annapolis. This turned out to be the best bit of serendipity to happen to us. Fred personally took care of a very long punch list for the boat, and in one week had just about everything ready to go. Rick and Fred worked around the clock preparing the boat for the voyage, but there were still a ton of things to do.

On May 19th, Jeff Stone and I returned with Clay Prescott, owner of ABC Yachts. We did some last minute provisioning, and left Annapolis the next day for Norfolk. I remained behind with the chase car waiting for the last item to be ready — the headsail, which was having its luff shortened. I got the sail late the next afternoon, drove like mad to Norfolk, and just before midnight we cleared Cape Henry for Bermuda.

The first night out gave us 15 to 18 knots of breeze from the NE on our way





PHOTOS COURTESY STURDY

**Clockwise from above: The crew of 'Sturdy', attired in nothing but shorts, head to Bermuda from Norfolk. All right everybody, let's synchornize our compasses. Rick Whiting pats 'black beauty'. Stephen Lee, 'Sturdy's new owner, contemplates entering the Royal Bermuda YC.**

to the Gulf Stream. When we entered the Stream the next evening, the wind and seas increased dramatically. Before long, we had 40 knots of wind and 18 to 20-ft seas. The boat handled this quite well under staysail alone, making 7.5 knots, *Sturdy* lived up to her new name, and proved to be a good sea boat. I won't mention any names, but unfortunately, not all of us humans did as well. By the third day, it was like magic, everyone could eat again.

By the time we reached the eastern side of the Stream, the wind had abated a bit and countered back to the NNW — which made for some great sailing. The closer we got to Bermuda however, the more the wind faded. We motorsailed the last day, arriving at the cut to St. Georges at noon on Sunday.

St. Georges offered up the promised beautiful landfall. It took us a while to get our bearings once inside the harbor, and while searching for Customs we saw many of the Caribbean winter fleet, resting before their final leg to New England for the summer. Among them was the fa-

mous Herreschoff 72 ketch, *Ticonderoga*. After clearing Customs using *Latitude* as the all purpose Custom's lubricant, we rafted to a 55-ft England cutter on the quay, and headed to the White Horse for some Dark and Stormys. Alas, the old Horse was closed for repairs, so we found the nearest alternative and made peace with the land.

Jeff and I soon departed for California once again, leaving Rick and Clay to spend the next week moving the boat down to

**After four hard days at sea, Keith Levy skillfully guides his wife Susan and Catalina 47 into the calm lagoon at Makemo. Oops, wrong photo!**



Hamilton and the Royal Bermuda YC. Later they would take her to a mooring provided to us by the most generous and gracious Warren Brown, owner of the famous *War Baby* (ex-*Tenacious*).

I'm told that the adventure continued when Mitch Perkins of *Latitude* introduced Rick and Clay to the stratosphere of Bermudian society, inclusive of a luncheon with the ubiquitous 'Twins of Bermuda'. Mitch is an old Bermuda hand, with many friends and contacts, and made sure that Rick and Clay were treated to the famous hospitality.

*Sturdy* will remain in Bermuda for the summer, tucked away on her mooring in Soncy Bay. In November, Rick, Clay and I will return to move the boat down to Tortola and the BVI's for further adventures. The plan is to touch at Havana before taking the boat to Florida and trucking her back to San Francisco. That is, unless Rick convinces me to take her around through the Panama Canal and up the west coast.

— stephen

## **C'est La Vie — Catalina 47 Keith and Susan Levy The Tuamotus (Point Richmond)**

Nothing during our two seasons in Mexico quite prepared us for our first attempt at a pass through a coral reef leading into an atoll in the Tuamotus. We were tired and apprehensive after a four-day trip from the Marquesas to Passe Arikamiro on the northeastern side of Makemo Atoll. Thanks to 20 knot winds that created confused seas that slammed water ebbing out the pass, it seemed a lot like whitewater rafting. Nonetheless, we managed to line up the two range markers, each one on a separate coral reef inside the pass. The Tuamotus are in French waters, so it wasn't 'red, right, returning'. The torrid current ebbed at five knots, rocking our boat from side to side, and causing her to periodically veer to one side or the other. It took aggressive handling of the helm and throttle to keep our



# CHANGES

boat in the center of the pass. If we didn't use enough throttle, we wouldn't move forward; if we used too much throttle, the boat was hard to steer.

We felt a considerable sense of relief when we rounded the last buoy and were able to head for other boats we could now see in the anchorage. But we were disappointed to see them bobbing up and down and rolling in the long fetch caused by winds out of the east. We knew several of the boats in the anchorage, and over the VHF they reported they'd had trouble sleeping for the previous three nights. Rather than drop the hook there, we decided to seek better shelter on the far eastern end of the lagoon along with our friends Al and Debbie Farner aboard the Pt. Richmond-based Valiant 40 *Different Worlds*. They wouldn't be weighing anchor for another hour, so we took off across the lagoon and headed toward a GPS waypoint that Farners noted from a previous visit to this atoll. Jeff, our son, stood lookout at the bow, pointing out coral reefs and directing our course using a two-way radio.

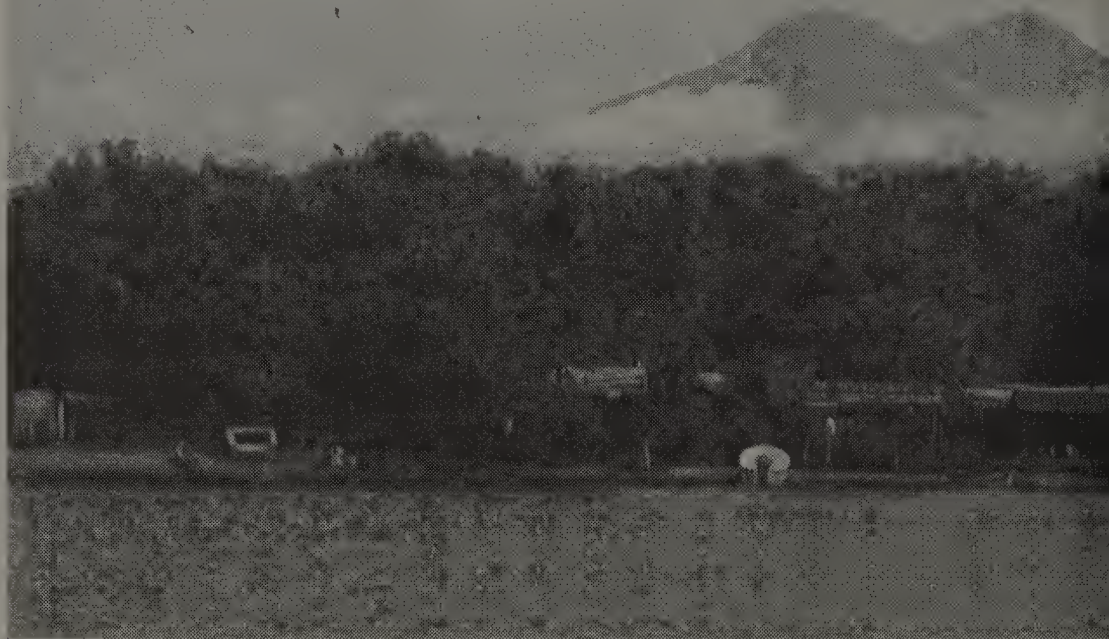
Reefs scattered throughout the lagoon rise from depths of 100 feet or so to or near the surface. They can cause serious damage to any boat that hits them. In order to see them, you have to travel carefully and with the sun overhead or from behind. They show up as a brown color with light green water around them. Often times their presence is indicated by rippling water that is different from the surrounding water. Although the anchorage we were heading to was only 10 miles away, it took us 2.5 hours to get there because we had to keep our speed down to 3.5 knots to avoid coral outcroppings.

As we approached our destination, we knew that our four-day passage — with all the squalls, winds to 35 knots, and seas to 12 feet — was worth it. The view was like looking at a picture postcard; white sandy beaches, coconut palms blowing in the breeze, clear turquoise water, and not a soul around. We dropped our hook, and could clearly see our chain lying on the bottom 24 feet down. We were ready for a rest — and to enjoy paradise!

— keith and susan 6/15/02

## Elsewhere — Cabo Rico 38 Matt and Judy Johnston Herradura, El Salvador (San Francisco)

After sailing south from San Carlos in the Sea of Cortez, we decided to settle down here at the Bahia Del Sol anchorage in Estero Jaltepeque, El Salvador. It was time for us to take a break and perhaps do some inland travel. Bahia Del Sol



would be a good place to leave a boat, as it's a very comfortable anchorage, and there's a guard with a shotgun at the pool to keep it that way.

We've had nothing but continual rain and overcast today. We knew it was going to be the rainy season when we arrived, so we can't really complain. But we've never had to live with lots of rain before, so we may complain anyway. Thanks to all the rain, we've been able to tend to all the leaks — except at the mast, where it's always going to leak a little. Given the consistency of the rain, we're thinking about collecting rainwater to fill our tanks. We still haven't decided on which of several ways to do this.

Last Wednesday, we and a group of cruisers from *Lanikai*, *Mamouna*, *Beyond Reason*, and *Sirens Song*, decided to take a dinghy trip up the estero to the 'big city' of Herradura. Our morning departure was delayed — like everything else — due to the rain and adverse current. After waiting an hour, we decided that we'd just go ahead and get wet. By this time the rain had slowed to a sprinkle, but it was low tide. The dinghy from *Mamouna*, which led the way, hit bottom at least four times.

**Spread; Volcanos, as seen from Bahia Del Sol Resort. Insets; Salvadoran hi-tech rebar cart spokes. The Herradura tortilla 'machine'.**

The following dinghies were able to learn from the lead dinghies bumps.

Our 45-minute dinghy trip took us through channels lined with 10-foot tall mangroves — which are actually on the short side compared to others around here. The first part of the trip was along the main channel, which had lovely little estates lining the banks. After passing an estate with a white dome, we switched sides of the channel and cut back into the mangroves. Finding Herradura through the mangroves wasn't a problem as the folks from *Mamouna* had made the trip several times before. But a first-timer would probably have gotten lost in the labyrinth of waterways.

When you come around the bend to Herradura, all you can see from the water is the big concrete dock. A pleasant young man was there to greet us and take our lines. The concrete dock is actually part of a big restaurant with three kitchens; one for seafood, one for beef, and one





DOREEN/LANIKAI

tillas. The old lady with no teeth scooped up a little ball of dough and patted it flat, then the other cooked them. We were fascinated by the uniformity of their product, as a machine couldn't have made them more identical. We could have bought four of them for a colone, but we only had dollars. After conferring and calculating, we were told they were 31 for a dollar. Our group bought \$3 worth.

This naturally took some time, as there were other orders before ours. But we happily waited and watched as one woman added wood to the fire, then used her bare hands to shuffle and flip the tortillas on the cooking surface until the tortillas were lightly toasted. Tortillas in El Salvador are much thicker than those in Mexico, but not so big around, which makes them a little more chewy. But the taste is the same. They are made from masa — corn flour — and water. There was a large pot of corn kernels boiling at the side of this wood fired stove, but we're not sure what the women would do with it, as they only seemed to sell tortillas. There were several other tortilla businesses along the first wall.

The remainder of the market was devoted to the usual produce stalls and a couple of places to eat. We bet it didn't look much different from back in Mayan times. In fact, we think the whole town probably hadn't changed much.

Outside the market, I was lured into a pantomime conversation with a shoe repair man. I had a hole in the sole of my sandal, and he convinced me to let him fix it. His first act — after I had agreed to the procedure — was to take off his shoes and offer them to me as 'loaners'. I didn't directly refuse his kind offer, but elected to stick around and watch. His 'shop' consisted of the sidewalk that he sat on and a box with his tools in it. His tools con-

*The Bahia Del Sol Resort, with the anchorage in front. In addition to a flat water anchorage and great hosts, the resort has a casino.*



DOREEN/LANIKAI

sisted of a knife to cut the plastic material, a pot of glue, and a sewing awl. He cut a piece of material to size, glued it in place, and then hand sewed the edges to secure the bond. After 10 minutes and \$1.25, I had a repaired sandal and was on my way.

The difference between Herradura and even the poorest town in the United States is dramatic. In Herradura we saw wagons of various sizes with one piece wooden wheels. They looked like something out of the Flintstones or a *Zorro* movie. In the movies, they are pulled by burros, but the only one we actually saw in use was being pushed, not pulled, by a young boy. Other versions of these carts had wheels made out of steel rebar. The main road through town is paved, and some buses stop.

Having enjoyed our first visit — without cameras because of the rain — we decided on visiting Herradura again soon. We'll also provide other reports from other parts of El Salvador.

— matt & judy 5/20/02

## Pogo II — CSY 44

**Craig Owings & Sarah Terry**  
**Ecuador**  
**(Panama)**

In mid March we pried ourselves free from the Pedro Miguel Boat Club inside the Panama Canal, transited the rest of the Canal southbound, and sailed to Panama's Perlas Islands. Aboard for this year's adventure were Capt. Sarah Terry, retired Canal pilot; Craig Owings, Commodore of the Pedro Miguel BC; Claus Madsen, crew; and Tootsie the pup, guarding all.

After several days of R & R and re-stowing things, we departed for Bahia de Caraquez, Ecuador. The 4.5 day sail was very pleasant — a big change from last year's Caribbean trip. We sailed all but the last morning, with northerly winds, well-spaced swells, and a full moon. Bahia de Caraquez is a small beach town on

for chicken. We enjoyed a chicken meal before going on our way, tipping the young man 50-cents each to watch our dinghies. It was enough to please him.

Herradura is clearly Third World, and is what I imagine much of Mexico must have looked like 75 years ago. Everywhere there were humble shacks made from branches and sticks, with lots of chickens, pigs, dogs — and kids — running around everywhere. There were small shops with not much in them for sale. We then continued on to the central market — a tin roofed cinderblock building with no walls — which was a real step back in time. While there is electricity in some parts of Herradura, there wasn't any in the market, so it was quite dark. Parts of the market were illuminated by the fires from 'stoves' used to cook tortillas. The 'stoves' were made from stones built to counter height, with a flat ceramic disc on the top on which to cook tortillas. There was no chimney of any sort, so the smoke billowed out, blackening the walls and eaves.

Two women sat on stools making tor-



# CHANGES

a point at the mouth of the Rio Chone. The entrance is only about 10 feet deep at high tide, and is not marked. The local Ecuadorian Navy Port Captain seems to be in cahoots with the private pilots, as he required boats to take a pilot in and out — at \$30 each way! That's \$5 more than last year. The Ecuadorian regulations state that while pilotage is highly recommended, it is not required. The U.S. *Sailing Directions for South America* make the same statement. We spoke with the Port Captain on this subject, and are hoping they'll rethink the pilot requirement. We also had a navy man ask for a gift of a decal of the Statue of Liberty for his truck, and later for a flashlight. While these are small items, it was awkward. He's the only person who has 'hit' on us this way.

Other costs for entering Ecuador included \$30 at Immigration — which seems to be the fee per boat, as others with less aboard also paid the same amount for 90 days. The closest Immigration office is in Manta, a 2.5 hour bus ride away. You have to see them within seven days of arriving. Manta is also the center for the fishing fleet, and is reputed to be a good place to get parts. There is also a fee for buoys and lights of \$0.33/ton, a radio fee of \$9.24, and a \$3.96 "contamination" fee which, we think, is for an oil pollution fund. All in all, it cost about \$100 to get in and out of this port. Don of *Starship* tell us that when you get to your third port — as he did at Puerto Isabella in the Galapagos — you're not charged any more.

Bahia — as the locals call it — is a would-be resort town. The last president had a weekend place here, which prompted many improvements in the infrastructure and real growth. At least until the 1998 El Niño washed the beach away. Then an earthquake caused mudslides

*Ecuador is about 500 miles south of the Panama Canal. It used to be — along with Venezuela and Colombia — part of Gran Colombia.*

and further damage to buildings. The town is now back to being a sleepy place with a wide oceanside beach at low tide. Boats anchor in front of the Port Captain's office and go ashore by dinghy. The best place to tie is alongside the navy landing craft ferry, which is usually bow-in to the sea wall. The difficulties in this anchorage include strong outgoing current, especially on spring tides with heavy rains up-river. Heavy rains can also mean a lot of floating debris.

There is no easily available source of drinking water, and all water and fuel is jerry juggled. At this time, there is only one guy providing any service, and that is a costly laundry pickup. With some hunting, you should be able to find cheap services, as the labor market is extremely depressed. There is a hotel next to the Capitania where you can shower for \$1. Some of the pluses of Bahia are the restaurant close-by with almuerzos for \$1.50 and 1 liter beers for \$1. There is also a video rental and several Internet cafes close by. There is a local market open every morning with fresh produce, and several stores that have most essentials.

A number of boats have been left at anchor while crews visit inland Ecuador. There are usually other boats nearby to watch the empty boats and being in front of the Capitania helps. Despite this, several dinghy motors have been stolen, although only from dinghies left in the water. A gringo by the name of Gary Swenson is starting the paper process to establish a 'marina' here. Initial efforts will probably result in moorings, services, and a haulout facility. Due to current and six-foot tidal range, building docks would be costly.

More next month.

— craig & sarah 6/15/02

## Peregrine — Passport 42

Jean Nicca

Cyprus

(San Francisco)

The last time I wrote to you was near the end of last year, asking your opinion about whether to make the trip up the Red Sea this year. You thought it wasn't a good time. Well, I'm writing from Larnaca, Cyprus, so I decided to make the passage and completed it.

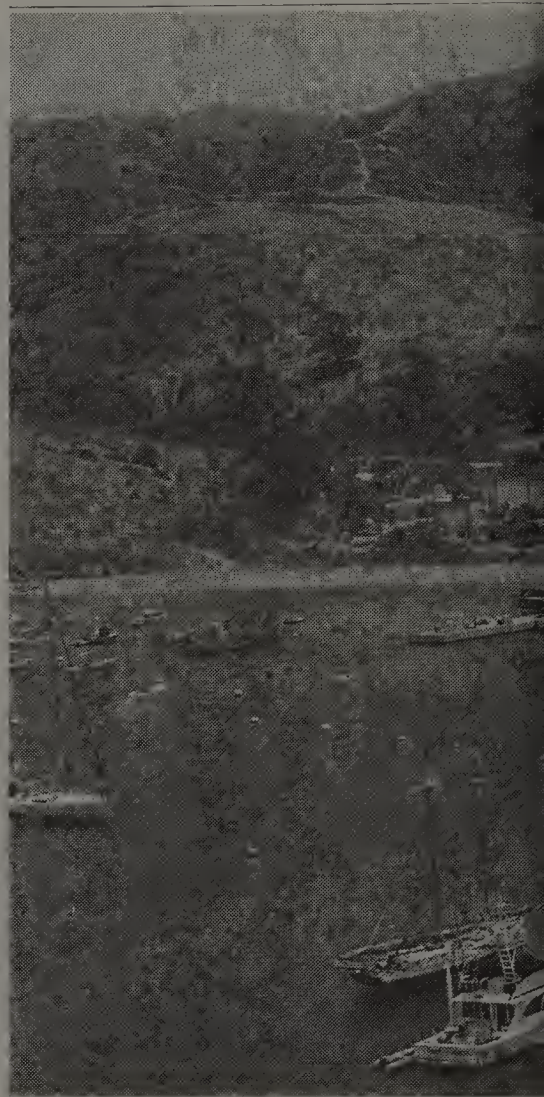
What happened was that I was in Thailand and got all psyched up to make the passage. This wasn't until the end of January, which is a bit late. Nonetheless, I figured that I could sail to Salalah, Oman, and if things looked bad in the Red Sea, I could always make a run to Dubai and stash *Peregrine* in a marina for a year.

When I stopped at Galle, Sri Lanka, on the way to Oman, I found a lot of boats were planning to head up the Red Sea despite potential political problems. While at Galle, a French warship came into the harbor and invited all the yachties aboard for a reception. The ship's captain told everyone that there were warships from all over the world in the Red Sea, and that his ship was going to patrol the Yemen coast looking for pirates.

When I got to Oman, I met lots of yachties that were heading west. When I talked to them, the consensus was that rather than this being a dangerous year to head up the Red Sea, it might be the safest year of all. It was after hearing this that I made up my mind to do it. My crew person had jumped ship in Galle, so I would be singlehanded.

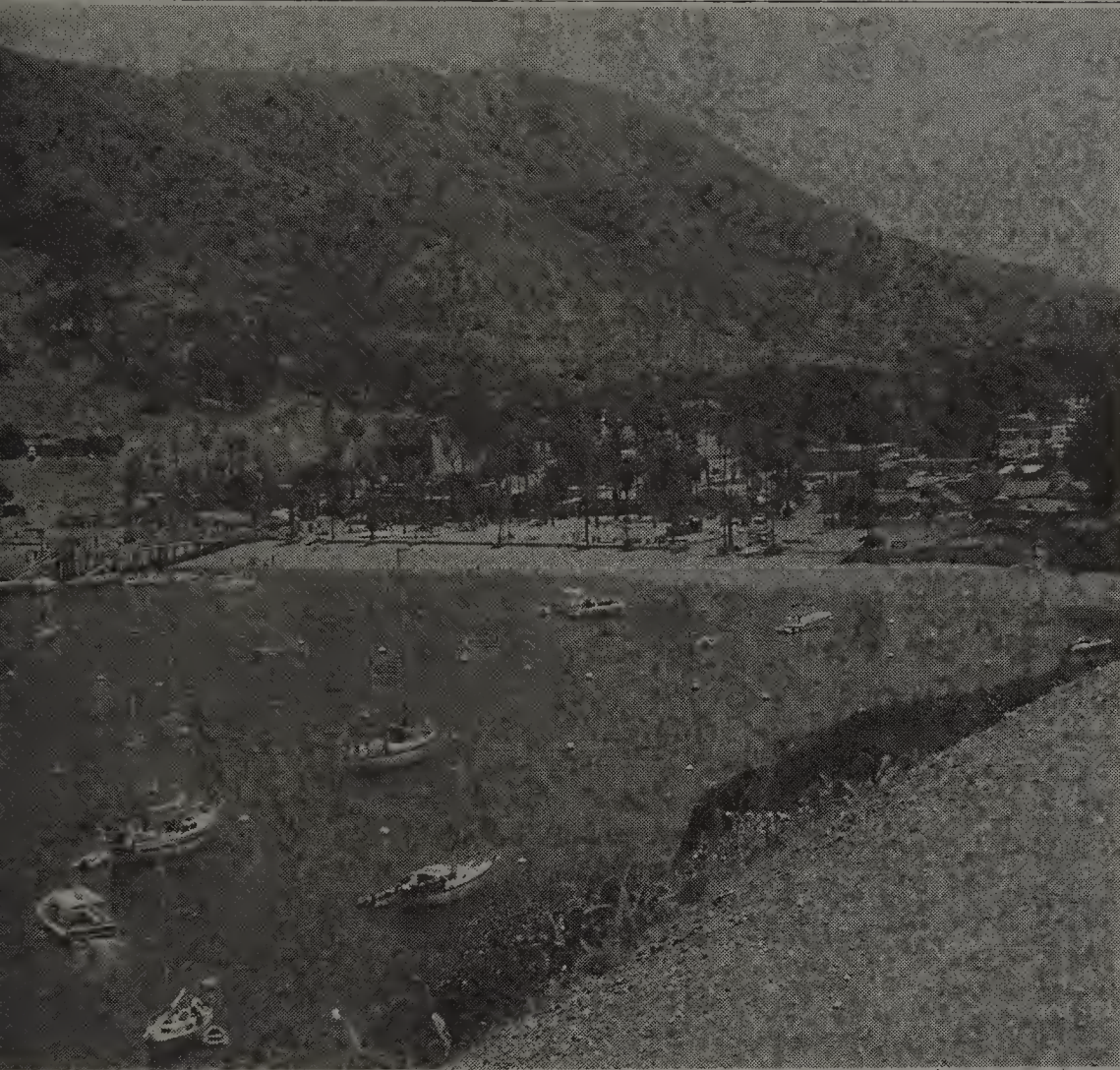
As it turned out, there were no acts of piracy in the Gulf of Aden this year. *Bohay*, a 55-ft German catamaran, lost her mast in a storm just north of Bab El Mandeb. I had a very fast passage to Eritrea, but lost my Firdell Blipper and VHF antenna in that same storm.

While at Massawa, Eritrea, I recruited a crewmember, then sailed to Suakin, Sudan. From there, I made a nonstop





LATITUDE/RICHARD



*The government reports they've received intelligence that 40 Al Qaeda terrorists may be headed to California, specifically Catalina. No kidding. So we're going to take 'Profligate' there for the month of August to stand guard — and enjoy some California cruising. We hope you'll come by to say hello.*

passage to Safaga, Egypt, without stopping at any marsas or islands. It was a long and hard motoring exercise directly into north winds. From Safaga, I sailed to Abu Tig Marina in Egypt, where I dismissed my crew member. I then motored up the Gulf of Suez to the Suez Canal, where I had an uneventful transit.

Although there was no piracy or political problems, this was not a good year for coming up the Red Sea, as five yachts were damaged or destroyed. *Bohay* lost her mast and was abandoned. *Liberte*, a small French steel boat, *Husar II*, an Morgan 60 from the U.S., another 40-foot French boat, and *Cariad*, an Australian 40-footer, all went up on reefs. *Cariad* sunk while being towed to a wharf, but is now on the hard and being repaired. I don't know the fate of the others.

All in all, I'm glad to have the Red Sea behind me. I will leave *Peregrine* on the hard here in Larnaca for a year while I do some land travel. Next year, I'll cruise Greek and Turkish waters. After that, who knows.

P.S. I love the magazine. I have every

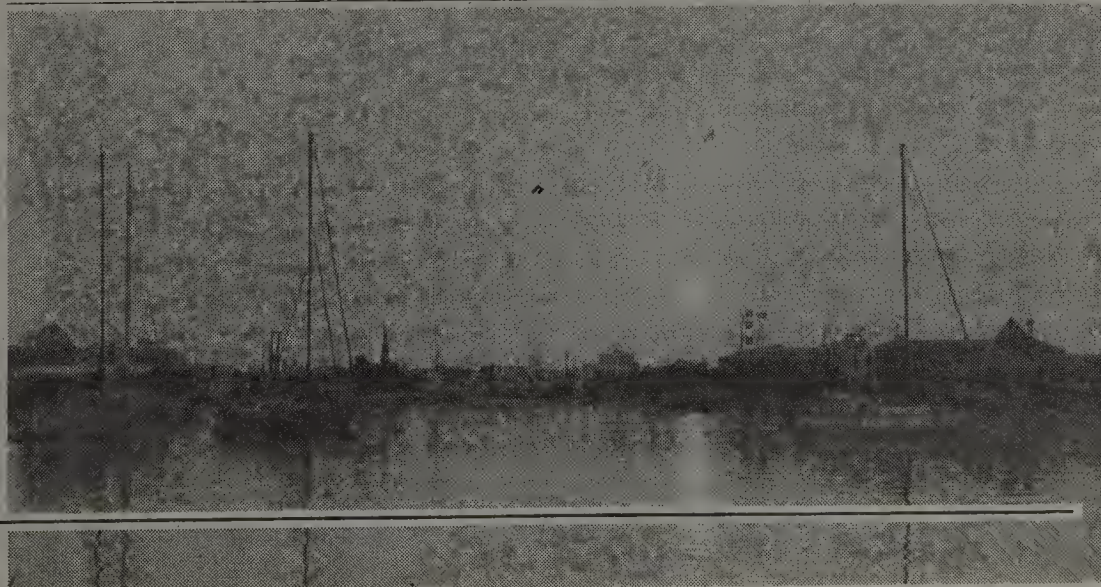
issue mailed to wherever I am.

— Jean

*Jean — We're glad we were wrong about coming up the Red Sea this year. First, because it meant there weren't any pirate or political problems, and second, because it proves that our opinions are — as advertised — fallible.*

*Even if it didn't show the devastating effects of decades of war, Massawa, Eritrea, still wouldn't be a garden spot of the world.*

MAVERICK



## Cruise Notes:

We'll start this month with an account of maximum hospitality.

"Linde, Luke, myself — and our cruising dogs Wally and Muppet — arrived at Bahia Del Sol, El Salvador, after a benign crossing of the Gulf of Tehuantepec and passage along the coast of Guatemala," reports Ruck Goldreyer of the Brewer 43 **Siren's Song**. "We arrived at the offshore coordinates for Bahia Del Sol Hotel at 3 p.m. and contacted the hotel for a *panga* guide to take us in. They advised us that it was too rough to cross the bar, and so they would guide us in the following morning. After a fairly rolly night in 35 feet of water, Santana, *panga* guide extraordinaire, came out and advised us that it was still too rough get three boats safely inside. We were travelling with **Mamouna** and **Linda Lea**. Before we could become disappointed and move 35 miles further south to Barillas Marina Club, Manager Hector Castro and Bahia Del Sol owner Marcos Zablah got on the radio — and offered to post naval guards on each of our boats offshore, and to give us free rooms at the hotel! Well, you can imagine our reaction to such hospitality. After a guard was placed on each anchored boat, a *panga* picked up the crews from the three boats, took us across the bar, and up to the hotel. Once there, we were given a warm welcome by Immigration, the navy, and the hotel. Bahia Del Sol accommodated us so royally that our dogs even got a fenced yard with our air-conditioned suite!

"For three days the bar was closed, so our accommodations continued to be on the house, and the navy continued to stand anchor watch on our boats. On the fourth morning, Santana deemed that it was possible to get our three boats in — but it was still not safe for the five boats already in to try to get out. With Santana's help, our three boats made it — although



# CHANGES

it was a surfing experience. We learned that the key is not speed, but boat control. We're were later told that the weather pattern that caused waves big enough to close the bar for three days in a row was definitely not the norm. In any event, the caring and hospitality of our hosts at Bahia Del Sol is the norm. They want cruisers to experience the beauty and charm of El Salvador and her people. Did we mention that cruisers get a 30% discount on drinks, food, and services from the charming and helpful staff? Bahia Del Sol — it's a must stop in what's becoming the 'Not Forgotten Middle'.

And now, for a maximum case of misfortune:

"My wife Krista, my 10-year-old daughter Taysia, and I left Hawaii on May 2 to return to the mainland and join this year's Baja Ha-Ha," reports Capt. Harvey M. Owens of the Seattle-based 50-ft ketch **Life's Dream**. "Unfortunately, we were caught in the big storm on the May 18, and for three days had to ride out winds in excess of 50 knots and seas of more than 30 feet. Our ketch was hit by a rogue wave that knocked her down and broke the rudder. When things go wrong, of



*With any luck, the Owens family's ketch will be spotted by a West Marine Pacific Cup entry or other vessel before she suffers fatal damage.*

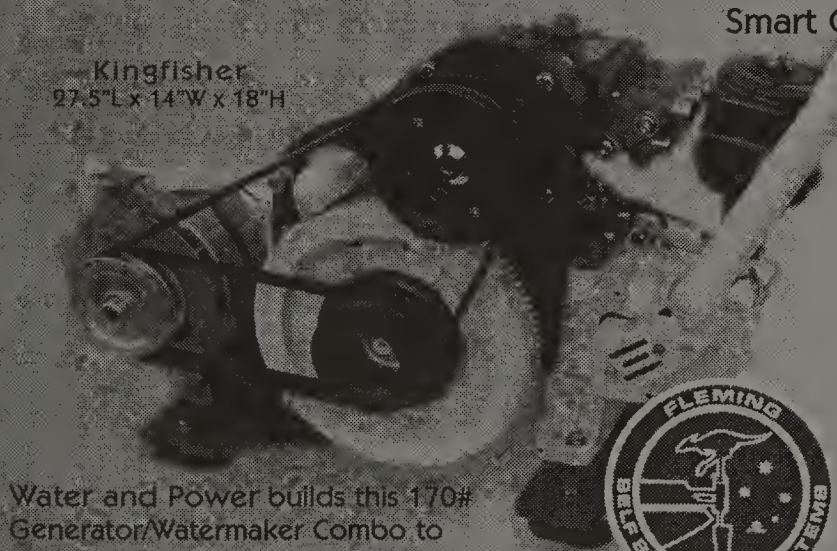
course, they only multiply. A stray line wrapped in the prop when I started the engine to try to get some control. With no steerage and no hope of getting control of the boat, we had no choice but to aban-

don our boat. Fortunately, the 850-ft container ship **Sea-Land Innovator** was just a few hours away, and at the request of the Coast Guard diverted to pick us up. We had several hours to gather our belongings and to prepare the boat for being left. When the time came, I left the engine running to keep batteries charged and the pumps working for as long as the fuel held out — although we'd only taken a small amount of water aboard. I also dropped the anchor at the end of 300 feet of chain, hoping to slow the boat's drift and give her a chance if she got near shallow water. When we left her, she was still seaworthy — although her mast suffered some damage while we were taken aboard the ship. I built *Life's Dream* over a period of 10 years, and her name says it all. She's our home and has almost all our belongings aboard. Most likely, she's still floating. If I could find her and get her to a boatyard, the repairs wouldn't be a problem. We abandoned her on May 20th at 38°04'N, 134°23'W — approximately 585 miles off San Francisco. Based on the Coast Guard's calculations, she's drifting to the southeast. The Coast Guard was

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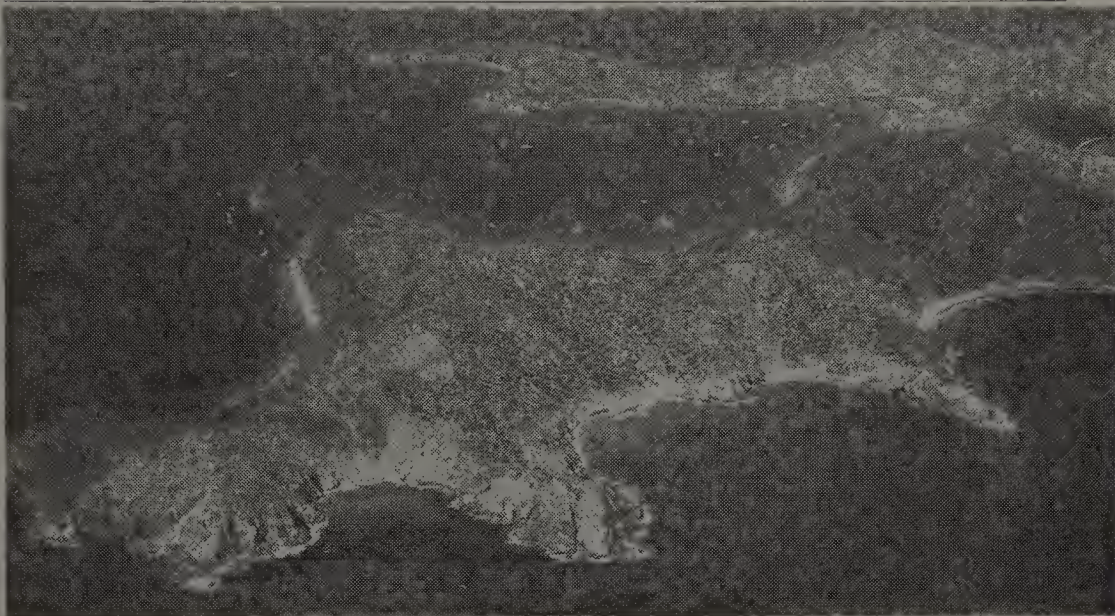
very helpful, but they won't make an effort to recover her until she becomes a hazard to navigation. We're praying that someone will spot her and we'll somehow be able to retrieve her. If anybody has any suggestions or sees our boat, please contact us immediately. We do have some financial resources, but want to use them in the most effective way."

There are boats — and then there are boats that someone has spent their whole life dreaming about and bringing to life. We sure hope that the Owens' boat is sighted and recovered. Given the fact that some 80 **West Marine Pacific Cup** boats will be headed to Hawaii this month, we suspect there is a decent chance.

"I left San Francisco in '89, then did Baja and the Caribbean before heading out to the South Pacific," reports Scott Bradley and Mobay 'the Rasta cat' of the San Francisco-based **Fuji 32 Ini**. "We're currently in Langkawi, Malaysia, and plan to depart Southeast Asia in December for the Andamans, Chagos, Madagascar, Mozambique, and up through the Red Sea."

What's up at **Mazatlan Marina**? We

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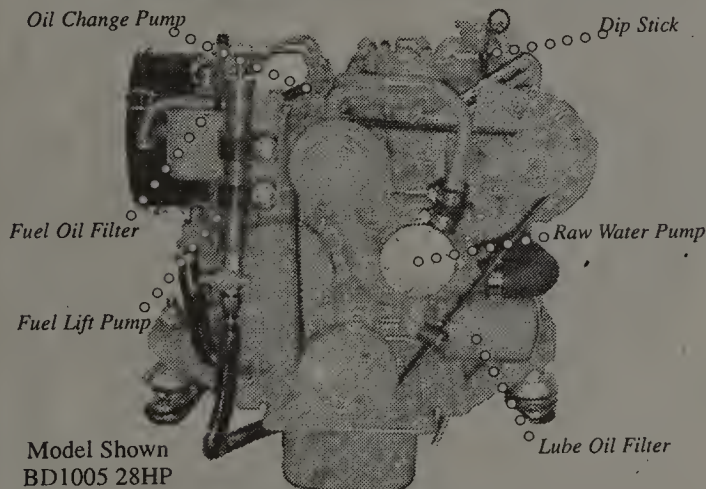


*'Dessert first' — that's what some folks would call making a sidetrip to the Caribbean before heading to the South Pacific. Yum-yum!*

wish we knew. Last November the marina went bankrupt. No new boats were allowed in, and those that left weren't allowed to return. The marina emptied except for about 25 boats. In mid May, how-

ever, San Francisco's Trish Kenison reports that her husband was able to put their Magellan 36 ketch **Sentisco** into the marina with about five other boats. We called the marina to find out what's happening, but nobody answered the phone. Even if a marina were bankrupt, it would seem like it would be kept open to continue generating income for the benefit of everyone. But who knows?

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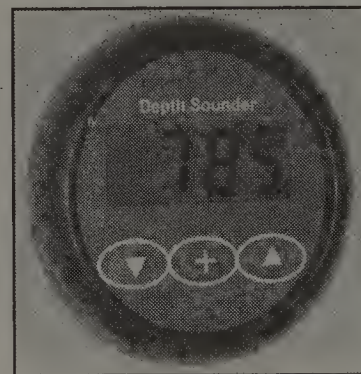
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# CHANGES

"My husband Chuck Fisher and our Portland-based Cascade 36 **Ursa** arrived in Papeete, Tahiti, in late May," reports Karen Jacobson. "His visit to the *Haute Command* was not full of joy, for previously it had always been possible to get a 90-day visa for French Polynesia at the first landfall. And if you applied for a 90-day extension while still in French Polynesia, they'd always give you one. Well, no more! The officials in Papeete say they're not going to give any extensions this year. In fact, one of the *gendarmes* said that he'd already gotten many letters requesting extensions from yachties, but they were all going to be rejected. Plenty of cruisers are going to be unhappy. The solution would have been to have gotten a six-month visa at a French Consulate in the States many months before. As it is, *Ursa* must be out of French Polynesia by July 29!"

The above information was confirmed by Jan and Signe Twardowski of the Sundeer 64 **Raven**, also in French Polynesia. It sounds like the French have been reading the Mexican edition of *How To Make Friends and Influence People*.

LATTITUDE/RICHARD

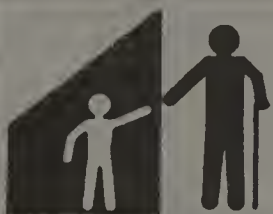


*Thanks to the French being unwilling to issue normal visa extensions, this year's cruisers won't be hanging at the Papeete quay for long.*

"We left Hawaii at the beginning of May and made our first stop at Palmyra," report Eric Willbur and Emmy Newbould of the Zephyr Cove, Nevada-based Flying Dutchman 37 **Nataraja**. "What a spec-

tacular place! The Nature Conservancy and Fish & Wildlife folks are present at the atoll. They impose some restrictions, but none of them are unreasonable. With one of the staff, for example, you can visit the smaller islands and islets. We were able to tag along and got to hold some of the chicks that were being banded. We also walked the 'rat lines' and saw how they have been trying to eliminate the rat population. As for the marine life at Palmyra, it's beyond belief. In just the anchorage we saw many rays, turtles, and small black tip sharks. In addition, there are thousands of nesting birds and lots of coconut crabs. Palmyra is a long way from anywhere, but it's worth the visit. Try to make reservations, however, as they are trying to limit boat visitors to no more than two at a time. We're currently in Pago Pago, Western Samoa, and will be continuing on to Fiji, Tonga, and Niue.

"We're presently at Key Biscayne, Florida, and can't wait to be headed south on the 'Thornless Passage' to the Eastern Caribbean this fall," write Neil Coleman and Lisa Goldman of the Los Angeles-



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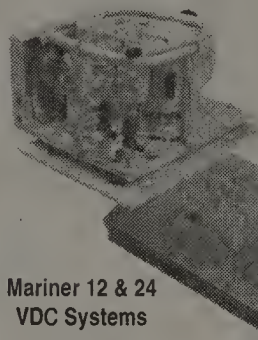
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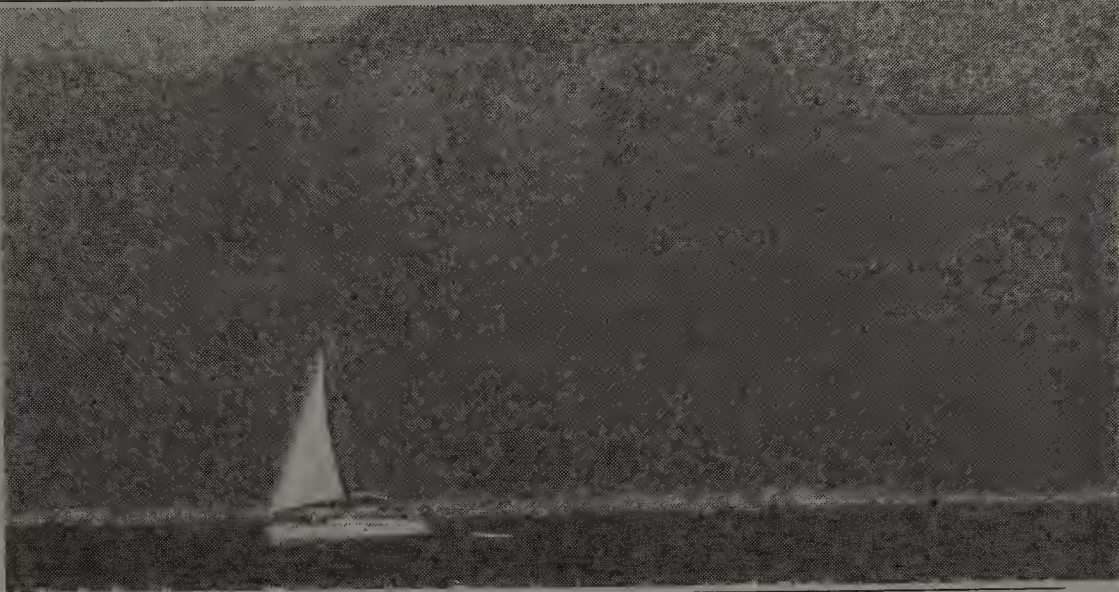
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based Young Sun 35 cutter **Sea Gypsy**. "I'm a painting contractor, and with all the rain there's not much painting going on here. While it's not excessively hot, it's overcast, rainy, windy, and humid — so the 'misery index' is quite high. By the way, we want to extend our warm greetings to Paul and Allison Petratis of the Los Angeles-based **Espresso**, a black-hulled CT-41 currently in the Sea of Cortez. Congratulations on having finally gotten away from La-La Land. We hope to see you out there one day. Please email us with the latest at [sonorlite@aol.com](mailto:sonorlite@aol.com).

The 'Thornless Passage' Coleman refers to is the subtitle of Bruce Van Sant's **Gentleman's Guide to Passages South**, which is for folks who are looking for an easy — rather than fast — trip from Florida to the Eastern Caribbean and South America. The book is in its 7th edition, and covers the Bahamas, Turks & Caicos, Haiti, and the Dominican Republic, as well as the Mona Passage and Puerto Rico. It's a worthwhile book, because if you're headed from Florida to the Eastern Caribbean, the wind and seas are

LATITUDE/RICHARD



**Summer in Baja. Lots of open water, lots of islands, lots of anchorages, lots of seafood, lots of heat — but not very many cruising boats.**

mostly going to be on the nose.

"We're having fun down here in El Salvador, but unlike the Sea of Cortez, we're unable to dive for our nightly meal," report Guy and Deborah Bunting of the

Vista-based M&M 46 cat **Élan**. We took a land trip on the cheap to Guatemala, which was a surprising delight. Not so delightful was our passage to get here. Don, who sailed with us from Mexico, explains:

"We had some excitement during our 36-hour crossing of El Golfo de Tehuantepec, which is known as one of the most treacherous passages in the



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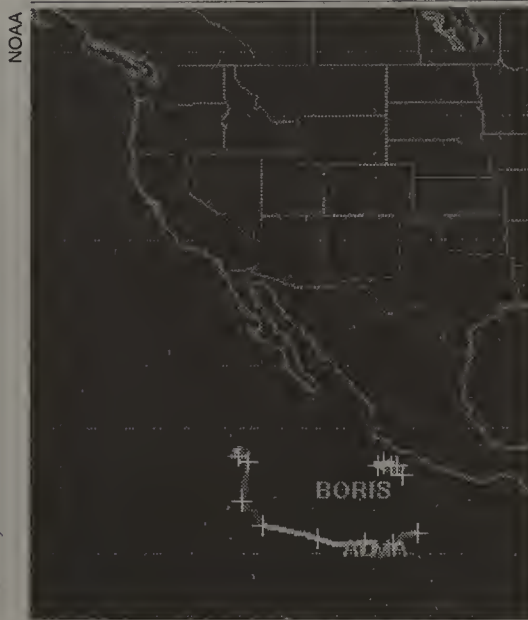
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# CHANGES

world. Yes, the world! The wind averages 25-35 knots throughout the year, and can be much stronger from October thru April. We had a wild ride through the first night, with 25 to 30 knot winds and the ocean like a washing machine. With the non-stop pounding, nobody got any sleep. After thinking that we were over that kind of stuff, last night we were surrounded by a nasty lightning and thunder storm for the three hours before dawn. Once again, nobody slept because we were all concerned about getting hit by lightning. We got into Bahia Del Sol yesterday afternoon after standing off the beach for seven hours with this huge — did I mention huge? — swell running. The breakers on the bar were so big that we could see them on radar from four miles away."

"Our biggest excitement, however, was crossing the bar," says Bunting, who picks up the story again. "The panga to guide us across the bar and into the estero arrived a few hours before slack water, and the waves weren't looking too bad. I assumed that there was a path across the serpentine-like bar, where you'd slip in between a set of breakers, run parallel



*Riding the fair winds of a counterclockwise rotating hurricane such as 'Alma' could be a fast — and dangerous — way to avoid a Baja Bash.*

through a calm zone, then slip all the way inside. No, that would be for sissies. We had to find a slot between the biggest waves — and then floor it! On the way in, I saw the damn panga guide literally dis-

appear from my sight in front of me because of a huge wave. Lordy! So I floored it and never looked back. Once our sterns lifted, I did take a peek aft. Oh shit! Our 46-ft cat took off exactly like a surfer down a wave, and although the engine was in neutral, we hit 17 knots! When the guide in the panga turned around and saw us charging down on him, his eyes got as big as pancakes. I gave him a look that said, "We don't have any brakes, you know!" Once we got in, they told us the entrada would be closed for three weeks because of dangerous conditions. It became like Hotel California, as once we checked in, we could never leave. Well, not for two weeks.

"We left Cabo to start our Baja Bash to San Diego after watching hurricane Alma — Mexico's first of the year — do her thing," reports Alex Malaccorto of the San Francisco-based Beneteau 42 **Rocinante**. "So far, we've been having a great time going north. We're more than halfway up now, and haven't had more than 15 knots of wind, even in the late afternoon when it's usually the strongest. The worst thing

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so far was actually leaving Cabo, as it cost us \$74 to clear Cabo for Ensenada. They claimed that we couldn't clear all the way to San Diego — but we're still not going to stop in Ensenada like they made us say we would. Furthermore, they started enforcing an ancient rule that requires a health certificate. A doctor was supposed to be sent from La Paz, but we never asked what it was going to cost."

We wish Malaccorto had been a little more clear about all this, because we don't know of anybody else who has been required to get a health certificate before leaving Cabo, and it sounds as if they didn't wait around to get one before leaving. Not being allowed to check out from Cabo for San Diego is yet another new one on us.

"Something new on the weather front this year," Malaccorto continues, "are digital weather charts available from both Winlink and SailMail, showing isobars and wind charts for specified periods. We use the 72-hour period. These files are displayed on top of your chart, and can be played like a movie loop. We use a one

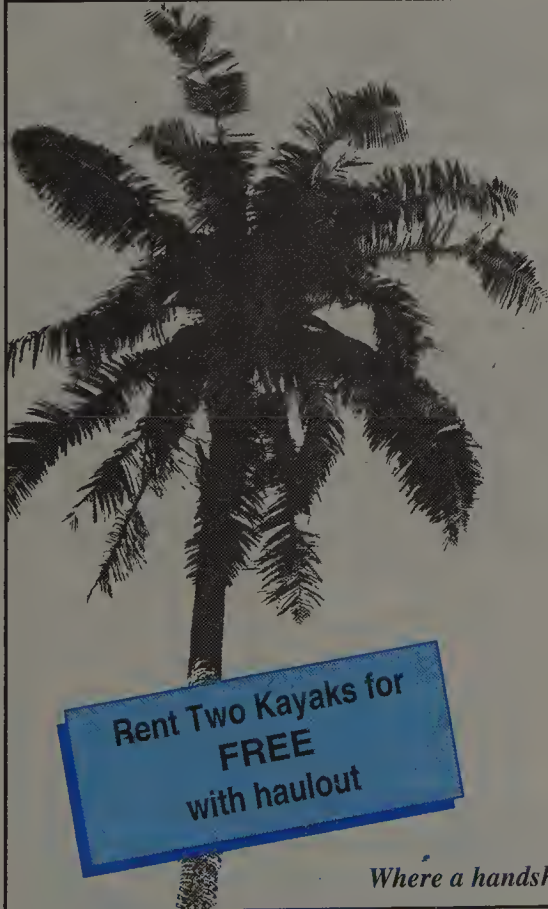
LATITUDE/RICHARD



*Doing a Bash in the spring, when the Baja coast is most inhospitable, is made easier if you have plenty of time and good weather charts.*

hour increment. So far they have been excellent at showing the weather along the California coast. Since we're not on a schedule, we've been able to stay put until the isobars show that there will be light

wind ahead — which is why we've had a most enjoyable trip. The weather charts are standard Grib files available from the Winlink catalog. These tend to be very large — 15 to 18 bytes — but with the new Pactor III protocol, they are manageable. A better way is to use Corenman Saildocs, a free document retrieval system. Through this service you can create your own Grib file for the geographical



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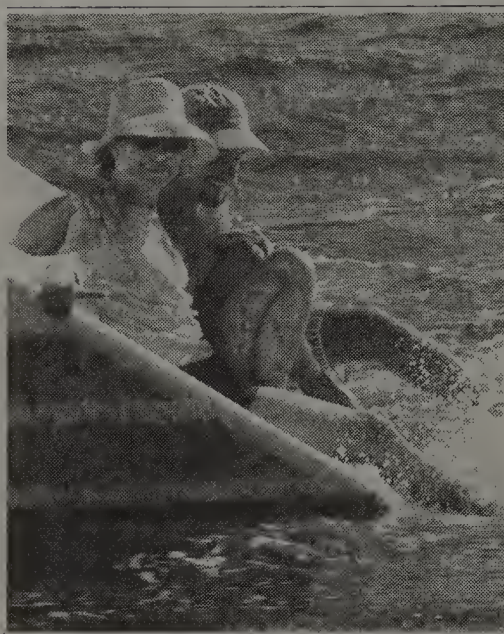


# CHANGES

area of interest. Ours covers 15 to 45 N, and 135 to 110 W. They are about 7k bytes. To display these files you need a player. We use Raytech's Navigator and use a World C map. Another advantage of Saildocs is you can subscribe to have the file downloaded daily for a specified period, and it will be delivered via Sailmail. These are the only attachments permitted by SailMail."

There's just one catch in Costa Rica. Steve McCrosky reports that he and his wife Gabby's Cheoy Lee 35 **Karibu** is now on the hard at Puntarenas, Costa Rica. McCrosky says that the Costa Rica YC has a yard with a nice haulout facility, and they are paying just \$3/foot/month — which sounds like a pretty good deal. But here's the catch — which somehow seems typically Costa Rican to us — you don't get that rate unless you join the yacht club. Joining the club costs \$1,000. If you're going to keep your boat in Costa Rica for a year like the McCroskys, that's not bad, because it works out to \$190/month. But if you're staying a shorter time, it becomes a progressively poorer deal. You don't have to join the yacht club

LATTITUDE/RICHARD



*By joining the Costa Rica YC, Steve and Gabby McCrosky were able to save 67% on storing their boat on the hard. But it cost \$1,000 to join.*

to use the facilities, but it's \$10/ft for non-members, both on the hard or even just for a mooring.

A successful 'clipper route' trip. "The Kruger family — with children now 10 and

5 — left Vancouver in August of 98 on a circumnavigation with their Fraser 41 **Synchronicity**," reports "John". "They came thru the Panama Canal in March, and had a bone in their teeth to get home to Vancouver. Dave's wife Mary wasn't looking forward to being out for a month, so they were delighted that it only took them 21 days of sailing to get to Victoria. Even though the Fraser has tired sails, she's a good upwind boat."

"I want to add to the long list of 'atta-boys' for Barillas Marina in El Salvador," reports Steve Cherry of the San Diego-based Formosa 41 **Witch of Endor**. "I left the *Witch* in the marina's care for an extended period of time in order to honor my commitment to assist with some repair work on the aircraft carrier **Nimitz** in San Diego. I stowed all the topside stuff below, put on some extra chafing gear, and got out of Dodge on September 1 of last year. While I was gone, I stayed in touch with Heriberto, the marina manager, by email. In April of this year, I shipped 200 pounds of boat gear via Trans Express in Miami — at the recommenda-

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tion of Barillas. The stuff arrived a couple of weeks before I did. When I did get there, the marina's driver met me at the airport, and we went to pick up my 200 pounds of gear. The Trans Express agent somehow convinced the Customs agent that it was my "accompanying baggage for personal use", and thus exempt from duty. It's legal to bring in \$1,000 of stuff duty free into El Salvador, but this was 200 pounds of stuff from West Marine. You do the math. All of the stuff got to El Salvador despite being opened and inspected about a dozen times. When I got to the *Witch*, she was just as I had left her, the bilges were dry, and the batteries charged. She did have a thin layer of soot from the burning of cane fields, which scrubbed right off, and copious bird droppings in a few places. All things considered, Barillas was as advertised — a safe, affordable, place to leave my boat free from tropical storms, surge, and curious individuals. Right now, I'm adjusting to two-hour workdays as I clean, stow, and rerig in preparation for my departure to Costa Rica and Panama."

SUN DAZZLER



*Before cruising Panama, the Warrens had a great time in Costa Rica with 'Sun Dazzler'. We'll have a detailed report next month.*

"We're enjoying the remote islands of the seemingly forgotten northwestern Panama cruising region," report Dorsey and Janice Warren of the Tahoe City-based Mariner 48 **Sun Dazzler**. "We ar-

rived here from Costa Rica last December and just love Panama! We have visited many great, remote, quiet anchorages, in both the northwestern islands and the Perlas. The weather here during the December through April cruising season was absolutely great. We are currently visiting the northwestern islands of Panama now — for the third time! We came across the bar at Boca Chica, anchored off Frank's Restaurant/Bar, and will go into the City of David for provisioning. We also spent several months in Panama City, including doing a haulout at the new Flamenco Marina Yard, which was great. They dive on the bottom to make sure the straps are set right for their 150-Ton lift; security guards are around all night; there are three excellent restaurants adjacent to the yard; and inside the yard is a small bar that also serves coffee, breakfast, beer and sandwiches. Try finding that combo in the Bay Area! Flamenco was a great place to have equipment shipped and catch up on maintenance after three years of cruising. The Panamanians are just the friendliest folks we've met, so we plan to spend at least

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# CHANGES

another year on both sides of this great little country before heading towards the East Coast and Europe. We'll soon head back south to revisit the Perlas Islands, then head upriver and into the Darien Jungle. In June, we will make a partial Canal transit and put our boat up in Pedro Miguel Boat Club for a few months while we visit friends, family, and our Tahoe City home. We look forward to catching up on past *Latitudes* when we return."

"Our sail from Mazatlan to La Paz at the end of May was wonderful," reports Peter Boyce of the Manteca-based Sabre 402 **Edelweiss III**. "We did the 252-mile crossing in 45 hours, with only about 12 hours of motorsailing. We were on port tack the entire way — the winds coming out of the south at this time of year — mostly on a beam or close reach in five to 18 knots of wind. My sister Becky and Ollie of **Infinity** were my crew."

"I just bought the St. Francis 44 catamaran **Birdwing** here in Cape Town, South Africa, and am planning on sailing her to northern Brazil, Venezuela, or Trinidad," writes Vincent Pastore of Corralitos, California. "When I get my cat to one of those places, I'll need to fly home

MARLAINA PIPAL



*Manteca's Peter Boyce enjoys a good meal in Z-town before heading north and ultimately having a great sail across the Sea of Cortez.*

to work to pay for her. Do you know of any safe and inexpensive places for me to leave the boat for several months?"

We're not familiar enough with Brazil to suggest a safe place to store a boat,

but we suspect it's going to be less expensive than either Trinidad or Venezuela. But sometimes you get what you pay for. Our best recommendation is to simply keep your ears open as you get nearer each country. We've stored our boats at Trinidad and Venezuela for lengthy periods of time. Neither was particularly cheap, but Trinidad was the safest. It is also easier to get to Trinidad, and there isn't a language problem. Since you've got a cat, you might also try the south coast of Grenada, which is pretty much south of the hurricane zone. They have a Travel-Lift specifically modified to haul out catamarans.

"We left San Francisco in May of 2000," report Max, Debra, and Janelle, 11, Young of the Perry 47 **Reflection** — which is soon to be stretched to 50 feet. "We're currently in Australia and plan on taking seven years to complete our trip around, but who knows? About the 'stretch'. Lengthening the bow and stern of boats is commonplace in Australia and New Zealand, where they have it down to a fine art. We'll be having it done by H&H Boat Builders, who are maestros with fiber-

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glass. They've done some incredible work around here — including already adding a pilothouse to our boat. By the way, Mark and Debbie Mengah of the Stuart, Florida-based Passport 51 **Eagles' Quest** — who did the first Ha-Ha back in '94 — said to say 'hello'. They just sold their boat and have returned to the States."

Ed Vergara of **Santa Cruz Marina** in La Paz can confirm that nothing happens quickly down there. He was hoping to be running a fully operational marina a year or so ago, but he's still not there. "We have everything the other marinas have — except for docks. We do, however, have a pretty good number of boats using our anchorage and moorings. Anchoring space rents for \$70/month, while moorings go for \$170/month. If people leave to go to the islands, I give them credit for the time they are gone. I wish I could say when we're going to get the docks, but I can't."

During the winter months, Don and Lenna Hossack are the Mayor and Queen of Tenacatita Bay aboard their Truckee-based Islander 36 **Windward Luv**. In the summer they host a big cruiser 'Raft-Up'

LATITUDE/RICHARD



*The Mengahs got their cruising off to a rousing start in '94 with the first ever Ha-Ha. They spent most of their time in New Zealand.*

in the Sierras. "As agreed at the last Raft-Up, this year's potluck will be August 17 at Donner Memorial State Park," they report. "Please RSVP as soon as possible, and toward the end of July we'll email

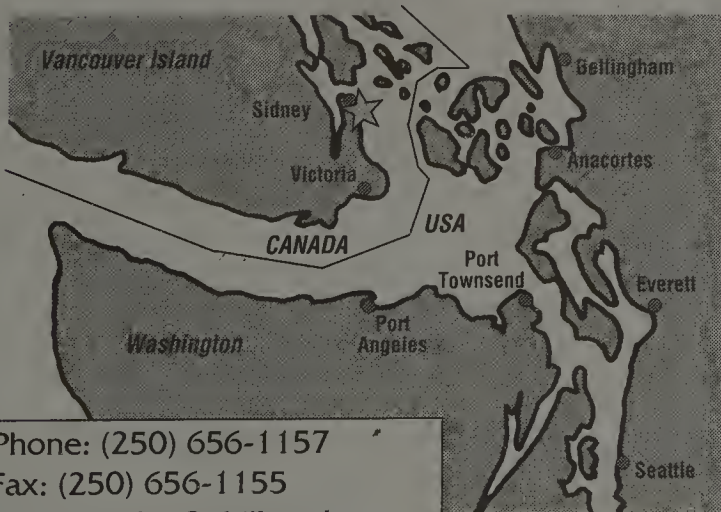
details about directions, what to bring, and so forth. We'll be asking for a \$6 donation per couple to cover the cost of the ham and turkey sandwiches. For those interested in staying in a campground/ RV park, Tahoe Donner has one that is open to the public, and there is also a beautiful campground at the Donner Memorial State Park. We've already invited the following people and crews of the following boats: **Adagio, Altaira, Amalthea, Antares, Audrey Lane, Austerity, Avaiki, Oko Chak Chak, Capricorn Cat, C'est la Vie, Chances, Ciao Bella, Crew's Inn, Different Worlds, Diana B, Doing It, Dolce Vida, Dutch Treat, Four Seasons, Freedom, Halcyon, Jack & Betsy Hughes, Illusions, Jayda, Jan Johnson, Karibu, Lapwing, Profligate, Liberty Call, Lionesse, Loon, Margarita, Maverick, Mudshark, My Way, Nalu IV, Neener<sup>3</sup>, Passages, Piece of Cake, Polar Bear, Princess NY, Raven, Reverie, Sea Change, Sea Tern, Second Wind, Sept Song, Simplicity, Skol, Stepping Out, Sun Dazzler, Sunrise II, Tiare, Timeless, Too Sassy, Ursula, Vargari, and Windance.** If we've left anyone out, you're certainly invited. We can be reached

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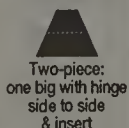
Three-piece with insert



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One-piece with hinge head to toe

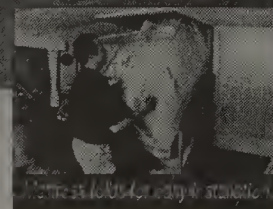


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# CHANGES

at 530 587-3963."

How much sailing experience and how big a boat do you need to go cruising? For Nik Hawks, a former Navy SEAL, three months and a 22-footer was all he needed for a successful 150-day cruise from San Diego to Key West. In the June 2002 issue of *Sailing* magazine, he describes the experience as being "the richest of my life". When he and former J/World instructor Jason Bell left San Diego — this was way back in December of 2000 — aboard the J/22 **Apocalypso** that he'd purchased just 14 days before, Hawks had never spent a night on a boat. He nonetheless had a great time right from the beginning, and got into excellent shape. "I grew lean and strong on fresh fish, fruits, nuts, and vegetables, and learned to live and breathe with the wind in the sail." After Bell left to become skipper of a Farr 63 in Nicaragua, Hawks continued on alone, and briefly signed on a female crew. His boat was powered by a mighty 4 hp outboard. Even though Hawks enjoyed a successful trip, we'd generally recommend a boat that's at least 27 feet in length, and six months of serious sailing before heading off to distant waters.

Most of this year's Puddle Jumpers are having a great time in the South Pacific, but that doesn't there isn't a bit of bad weather from time to time. Mark and Sandi Joiner forwarded this report from Bradley and Laura, "two "Twenty-Some-things" aboard **Pura Vida** in the South Pacific:

"We left Moorea yesterday evening for what we anticipated would be a quick overnight passage to Huahine. The weather reports indicated nothing out of the ordinary, so we were worried that we'd have to motor most of the way. To our delight, the wind picked up to about 20 knots and we averaged about 7 1/2 knots. The only problem was that we got to Huahine before the sun came up, so we hove-to for several hours waiting for the sun to get high enough for us to safely enter the pass. As we finally approached the pass, an ominous band of clouds came toward us with lots of thunder and lightning. It didn't look like anything we hadn't dealt with before, but we were wrong. We had a reefed mainsail and a staysail up, but when we saw the froth and spume,

we knew it was still too much. When the wind hit, we experienced a tremendous knockdown, with our mast horizontal to the water and us perched on the high side looking straight down into the water. Laura later said it was the most scared she's ever been. When our boat righted herself, we were in full storm conditions. Laura managed to furl the staysail, but we couldn't get any more main down. We did our best to maintain control while waiting for the wind to subside, but had to watch a small tear form in the main, three battens go flying, and then our dinghy disappear forever. The winds calmed down during the next three hours and we finally entered the Huahine Lagoon. The only other boat in the anchorage was the 52-ft **Sojourner**, who had left Moorea the same time as we did. He recorded gusts to 62 knots — just below hurricane force. We're sure we experienced the same. Fortunately, the worst of it lasted less than an hour. Needless to say, we're glad to be anchored in Huahine — which, by the way, is breathtaking!"

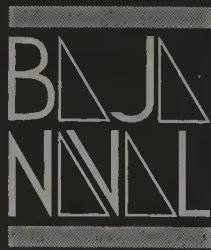
Have fun out there and don't forget to write and send photos — but do be careful.

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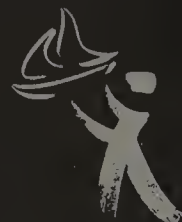
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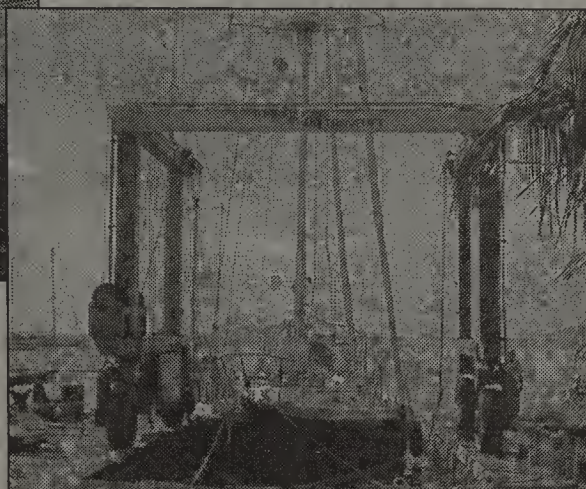
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**LASER, 1979.** Yellow. Really nice boat. Clean and shiny. Older sail but OK for pleasure sailing. Come see it, you won't be disappointed. No trailer. \$1,350. Call John (510) 521-7952.

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**WINSLOW 4-PERSON COASTAL LIFERAFT.** Super-light, canopied. New January 1, 2002. Contains basic coastal SEP packed inside. With optional Pelican case, and double floor. \$2,500/obo. (530) 283-4560 or email: stirling@inreach.com. Ready to go to Mexico this fall.

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**LIDO 14 DAY SAILER, 1972.** Fiberglass, easy and fun to sail, can also race. Needs some TLC. Boat located in Sonoma. \$700. Call (707) 935-6292.

**AVON REDCREST DINGHY.** Wood floor, foot pump and oars. \$400. Please call (415) 254-5634.

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**CATALINA 22, 1984.** Swing keel, pop top, galley, lines led aft, Honda 4-cycle, 4 sails, dual-axle trailer, great condition. Sail right now. \$4,000. Call (209) 267-5629.

**RANGER 23** with transferable SF Marina berth. Roller furling new main, VHF, Porta-Potti. Bottom painted last year, two coats Trinidad. 9 hp Yamaha 4-cycle outboard. Cabin reupholstered 1999. Heart attack forces sale. \$6,500. Call (415) 257-5608.



**RANGER 20, 1976.** Great condition. Rugged for singlehanding. Genoa, jib, main, spinnaker, jiffy-reefing. 2002 Nissan 3.5 hp longshaft, handheld submersible VHF, compass, windex, dodger, boom-tent. Upwind Berkeley berth available. \$3,200. Call Derek (510) 848-5793 or email: TrowbridgeStrong@cs.com.

**MOORE 24 #122 FOR SAIL.** Race ready, new sails, great trailer, excellent condition, upgraded hatch, recently re-rigged, loads of goodies. \$13,500. Call (831) 246-1615 or email: bbosinger@hotmail.com.

**J/24, 1978.** 6.5 hp Honda. White and good condition. Cruising sails, bottom paint 9/01. \$3,250/obo. Consider 1/2 partnership at \$1,900 and half slip. Sailable South Beach Harbor. Call (650) 617-3351 or email: stan.thomas@hp.com.

**O'DAY 192, 1985.** Sails well on Bay. Very clean and well maintained. Second owner. Interior like new. Includes trailer, outboard, and many extras. Needs nothing. Ready for immediate use. Easy to sail and inexpensive to keep. \$3,200. Please call (925) 833-1557 (eves).

**WEST WIGHT POTTER 19.** Year 2000. Blue Water Model. 3 headsails, winches, CDI roller furling, VHF, Baja trailer, 5 hp 4-stroke Nissan motor and every extra. \$11,500. Call Bruce (530) 894-7343.

**J/24, 1980.** Very good condition. New halyards and sheets, rigged for racing, 8 hp Mercury motor, many sails and extras. Porta-Potti, sink, float-in/float-out trailer, recently surveyed, new upholstery, freshwater sailed, ready to race. \$9,800/obo. Please call (208) 265-9512 or email: walsh@mvcsandpoint.com.

**YANKEE DOLPHIN 24.** Sparkman and Stephens design. Full keel/centerboard. 4,500-lb displacement. Beautiful lines, rugged construction. Teak hatches, rails, coamings. 4 berths. 3 jibs. O/B, 3 anchors, VHF, full cover. New mainsail, cushions, running rigging. A shippy little yacht. \$4,900. Call (415) 456-1235.

**CATALINA 22, 1970.** Hull #8. Sweet condition, great Bay boat. 2 yr new sails, O/B, VHF, depth, varnished, new lines, bottom paint OK. Every millimeter of interior scrubbed. She's ready to go, are you? \$2,800. Moving, must sell. (510) 388-4245 or email: joeymarchesani@yahoo.com.

**J/24, 1979.** Without trailer. Set of sails, never raced hard. \$2,500/firm. Call Chris (510) 813-9292.



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**CATALINA 22, 1987.** Swing keel, pop top, roller furling, new main. Self-tailing winches, Honda outboard, VHF, solar battery charger. Sink, stove. Includes dinghy and electric outboard. Very clean. Trailer with new tires. Sleeps four. Nice. Tahoe. \$7,200. Call (530) 541-8126.

**CAPE DORY 22, 1982.** Full keel and classic lines with bow/stern pulpits and lifelines. Bruce anchor mounted on bow. Very clean inside and out. Near new Harken furling and set of North sails. Force 10 heater, GPS, VHF, depth, speed, lazy jacks and a dependable 5 hp Nissan outboard. Just have fun, the work's been done. \$12,750. Call (925) 933-2448.

**CAL 20. Hana Pau** is past winner of national and regional championships. Rigged for racing. Easy to sail and great Bay boat. Includes cruising main and nearly-new racing main. Seagull outboard in mint condition. Sausalito berth. Asking \$3,500/obo. Call (415) 215-7301.

**CATALINA 22, 1982.** Swing keel. Excellent condition. Loaded: 3 sails, pop-top, slide-out galley, new 8 hp Honda, trailer, covers, deck cushions, fully rigged and ready to go. Freshwater boat / dry covered stored. \$5,400. Call (707) 745-1957 or email: kkhatch723@aol.com.

**KIWI 21, 1979.** 11 mostly North sails, 4 hp Nissan, PHRF 210. In water, new bottom June 2002. \$4,000/obo. Email for pics: jmmaski@pacbell.net or call (510) 523-8605.

**NEPTUNE 24, 1980.** Good condition. Shoal draft with CB. Sleeps 7, 2 sinks, Porta-Potti. Main, 130 jib. 7-1/2 hp Honda. DS, tandem-axle trailer. Stockton. \$3,500/obo. (209) 368-4448 (lv msg).

**MacGREGOR 22, 1973.** Good trailer and good 6.5 hp Evinrude. New rigging and new tires. Asking \$2,000. Good trailer sailer. Call (707) 539-1175.

**18-FT BUCCANEER.** Fast and fun. Harken rigged, North sails, extra jib. Kiker mount. Nice trailer. \$2,100. Call Duane (530) 945-3000.

**GLADIATOR 24.** 5 hp Nissan, spinnaker, 100, 150, storm jib. Porta-Potti. No blisters on hull, fresh bottom paint in February. Solid deck, anchors, life jackets, lights all good. \$2,000/obo. Jim (925) 628-5398.

**ISLANDER BAHAMA 24.** Full keel, sleeps four. Good SF Bay boat. 7.5 hp Evinrude, ground tackle, bow pulpit, main and jib, sink, icebox, must sell. Berthed near Jack London Square. \$1,250/obo. Email: nkeys@ix.netcom.com or (650) 345-9220.

**WEST WIGHT POTTER 15, 1986.** O/B and trailer. Garage stored, better than new with many upgrades. Yellow and orange multi-colored sails. Must see to appreciate. \$3,495. Bryant (916) 212-1558.

**RANGER 23, 1974.** The perfect Bay boat. Seaworthy, stiff and fast, a past season champion still in good condition. Large inventory of sails, some excellent. New main bulkheads. Evinrude 6 hp outboard motor. \$2,300. Call (415) 472-2929 or (415) 699-2929.

**CATALINA 22, 1981.** Swing keel, 4 sails including spinnaker. Pop-top, Porta-Potti, galley, bow pulpit, front hatch. 5 hp Honda 4-stroke, like new. Adjustable motor mount, swim ladder, dinette, cushions, anchor, easy-off trailer. \$5,000. Email: donnelso@jps.net or call (925) 283-9069.

**SEA PEARL 21.** Centerboard model with water ballast. Excellent condition. Complete with trailer, boat cover, O/B motor bracket, whisker pole, convertible top and 10-ft oars. \$3,900/obo. (707) 265-8415 or email: rdoormann@vom.com.

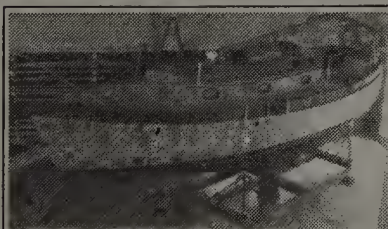
**SANTANA 22, 1971.** Very good condition. 8 hp Honda 4-stroke with alternator. 2 mains, 2 jibs, anchor and rode, running lights, marine battery, compass. Includes Porta-Potti, cockpit cushions. \$3,000/obo. Please call (510) 551-4940.

**HUNTER 23, 1990.** Excellent. Teak interior, as-new blue upholstery, alcohol stove, excellent sails with low use. Hull is perfect. Galvanized trailer. No o/b. \$8,250. Call (925) 998-5577.

**BAHAMA ISLANDER 24.** Good running 7.5 hp outboard, main and jib. Head, sink, one-burner stove, ice box, new cockpit cushions. New 6-ft wooden tender. Great Bay boat. Sleeps 4. Reduced to \$2,400/obo. Call (415) 595-8316.

**CATALINA 22, 1976.** Good condition. Swing keel, pop-top, forward hatch, good sails, halyards led aft, jib downhaul. Suzuki 6 hp, no trailer. Coyote Point, Burlingame. \$1,900/obo. For pictures/details email: alberto\_rivera1@yahoo.com or call Frank (510) 742-9324.

## 25 TO 28 FEET

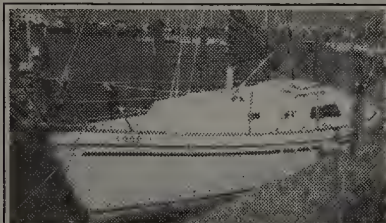


**NORSEA 27, 1989.** Meticulously care for, like new. New electronics, ready to sail away, extensive equipment. Monitor windvane, Yanmar inboard diesel, 230 hours. Only used in freshwater. \$64,900. Call Gordon (480) 694-8546 or email: gordonaprice@msn.com.

**CATALINA 27, 1978.** Six sails, head, sleeps four. Atomic 4 inboard. Remodeled galley. Very good condition. Alameda berth. Must sell ASAP. Reduced to \$9,350. Please call (510) 278-8701 (eves).

**SCHOCK BROS. SANTANA 28, 1976.** No blisters. In storage. Needs cosmetic attention. Diesel inboard. Reasonably priced. (530) 221-1985.

**MacGREGOR 25.** Ready to sail, trailer, 10 hp Honda, 4 sails, swing keel, all lines and rigging, head, VHF, pop-up with dodger, anchor, cushions, lifelines, lifejackets, extras. \$5,000. (925) 449-6370 or email: jjtotten@netzero.net.



**WATKINS 27, 1978.** Sailing opportunity: the Keys, Virgins, Bahamas, ICW, etc. 18 hp Yanmar, wheel, Autohelm 4000, furling jib. Sturdy, roomy, 6'1" headroom, opening ports, pressure water, enclosed Porta-Potti. Only \$11,900. Call Gil Gott (813) 659-2401 or email: ggott@gte.net or call Tom (408) 353-1665.

**SANTA CRUZ 27.** Excellent condition. Double-axle trailer. Great sail inventory. New standing rigging, 1999. Great deck layout with Hi-Tech halyards led aft. Dry sailed. Fast race boat, over 100 trophies. Many extras. Includes outboard. \$12,500. Call (714) 585-3536.

**MacGREGOR 26X, 1999.** In very good condition and clean. Furling jib and genoa. Has most available options, mast raising, bimini, swim ladder. 50 hp Mercury Big Foot 4-stroke. On the trailer ready to go. \$24,000/obo. Call (916) 487-3932 or email: wt@kbitv.com.

**YAMAHA 25, 1980.** 8 hp Yanmar. Spinnaker and pole, new and spare mains, 3 jibs, VHF, compass, Danforth and 35-lb Bruce, watertank and stove. Good condition. Berthed in Berkeley C-Dock. \$7,200/obo. Call (510) 625-0118.

**ISLANDER 28, 1975.** 15 hp Volvo gas. VHF, compass, depth, knot, Autohelm. 3 jibs, whisker pole, 2 anchors. Great interior layout, 6-ft headroom, sleeps 5-6. Great Bay boat. Asking \$8,000 or trade for 25-ft trailerable Catalina, O'Day. Call (209) 862-2108.

**MacGREGOR 26X, 1999.** Mercury 50 Big Foot motor, just serviced. Furling jib, mast raising system, bimini, cockpit cushions, VHF, compass, 2 batteries, swim ladder, stove, head, trailer. Always covered and only sailed in freshwater. Like new. \$21,500/obo. Call (408) 723-9239.

**NEWPORT 27.** Atomic 4, custom wood inside, club foot jib. Has been sitting in Delta marina for ten years. Great deal at \$3,800/obo. Call Scott (916) 775-1313 or (916) 997-8446.

**MacGREGOR 26, 1990.** This sailboat is in very good shape. Has main, standard jib and genoa. 8 hp Honda, 4 lifejackets, anchors. Swing-up keel a big plus. Awesome to learn on. \$10,000/obo. Call (707) 372-8660.

**THUNDERBIRD 26 WITH TRAILER.** Excellent Bay racer/cruiser/daysailer. Professionally built Philippines 1966. Fiberglass over teak, mahogany. Tons of sails, equipment. 12v electrical. Pop-top cabintop. 5 hp Nissan outboard. Dual-axle trailer. Two lockboxes of tools, materials. Sausalito. <http://www.linguistics.berkeley.edu/~jblowe/tbird.html> \$5,550/obo. Please email: jblowe77@hotmail.com or call (510) 693-5741 (cell).

**27-FT H-BOAT.** Disability, need for cash, force sale of this elite Nordic racer/cruiser far below major refit cost for new standing rig, furling jib, traveler, lazyjacks, boomkicker, electrical system, covers, more. Full list available. 7 sails, knotmeter, 2 anchors, chains, lines, storage locker on trailer. Superb Bay boat, Singlehand setup. 6 water hours since refit. \$8,400/negotiable. Exceptional value. 1999 Honda 4-stroke 5 hp engine, under 10 hours, serviced, \$1,000. Please call Tom (650) 578-8395.

**CAL 27, 1973.** Pop top, roller furling, 90% on club, 150% genoa, spinnaker, one-year-old main. 25 hp o/b. Depth, VHS, lazyjacks, head. All lines to cockpit. \$5,500. Call (925) 757-1902 (after 4pm).

**CAL 25 SLOOP.** Completely equipped, good condition. 7-1/2 hp Honda 4-cycle regular clean gas motor. Must sell. Berth 616, Alameda Marina, 1815 Clement St. \$1,800. Call Orinda, CA (925) 254-2330.

**CORONADO 25.** Sleeps four, head, Tiller Master, shore power, two batteries. Two mains, one new; three jibs, one new. Lines led to cockpit, new sail covers, 8 hp Evinrude, CD and speakers. \$3,500/obo. (925) 684-2861.

**LANCER 25, 1978.** Shoal draft, full battened mainsail, jib, genoa, storm sails. 9.9 hp outboard, double lifelines, VHF, stereo AM/FM/tape, new Porta-Potti. Nice boat with clean interior. Berthed Fortman Marina. \$3,800. Call (415) 333-6593.

**CATALINA 25, 1982.** Fixed keel new in 2001. Evinrude 9.9 and motor bracket, deep cycle battery and 3 stage charger, VHS. New bottom 10/01. Life ring, curtains, new gates, teak, mainsail slides, new running rigging, leading aft and more. Newer Pineapple main, and 110-150. Depth, knot, log, compass, shore power. Marine head with holding tank. Pop top and lots of extras. \$7,200. (650) 259-9467.

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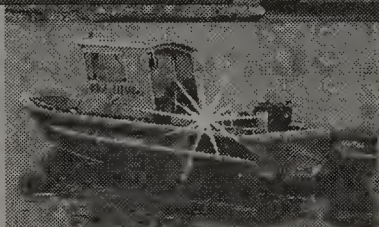


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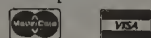
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**MacGREGOR 26X, 1998.** 50 hp 2-stroke outboard with power tilt, extra fuel tanks, extra battery, compass. Roller furling jib, sail covers, mast raising system. Galley with 2-burner stove and sink, contained head with sink. Cockpit and interior cushions, teak trim, bimini, swim ladder. Trailer with surge breaks and spare. Always maintained in dry storage. Located in San Rafael. \$18,750/obo. (530) 644-8308 or email: whjackson\_52@hotmail.com.

**C&C 27.** Excellent Bay and coastal cruiser. Loran, VHF, stereo, depth sounder, autopilot and more. 70% club-foot jib, 135% working jib, 170% genoa, spinnaker with gear. A lot of boat for the money. First one with \$6,000 gets all. (707) 799-7496 or email: crc6@vom.com.

**CATALINA 27, 1977.** Berthed in Richmond. Fully equipped sweet cruiser/racer: two mains, 3 jibs, spinnaker, Tuff Luff, autopilot, VHF, AM/FM cassette, comfy cushions, head, holding tank, galley, dinette. 8 hp Evinrude outboard. \$6,900. Please call (831) 624-1414 or email: paulnel@carmelabodes.com.

**SANTANA 27, 1969.** Mull design racer cruiser. New main, instruments and outboard, 5 sails, 2 VHF's, GPS, knot, depth, wind, propane stove, microwave, new legal head, AM/FM stereo, shorepower, 2 banks batteries, EPIRB, reefer, anchor, safety equipment. More. \$6,000. Call (510) 206-6445.

**#255 SANTANA 525.** Race ready, freshwater boat, drysailed. Good trailer, 4 hp o/b. New in 2001: bottom, rudder, hardware lines, sheets, halyards, int, etc. 2 sets of sails, 1 new used twice. \$17,000 invested, asking \$7,900. Kevin (530) 541-7696.



**CATALINA CAPRI 26, 1990.** New standing rigging and North 100% furling jib, Autohelm, alcohol stove, enclosed marine head, sleeps 4, VHF, rigged for single handing. Universal 10 hp diesel. A very dry stiff Bay boat. \$15,900. Call Tom (925) 829-1411.

**CORONADO 25, 1967.** Sleeps 5, Porta-Potti, sink and built-in ice chest. 1999 Nissan 8 hp, self-tacking jib. Great first boat. Located in Delta. \$3,500/obo. Call (209) 464-2782.

**BRISTOL 27, 1971.** Strong boat for Bay. 8 hp outboard engine, few hours. Standing headroom. Main and 2 jibs. Autopilot, fish finder, battery charger, water heater, new head and 2 anchors. New bottom paint. Located Sausalito. \$9,500/obo. Please call Dana (415) 606-5411.

**O'DAY 25, 1979.** Sail the Bay, Delta, or Mexico. 1997 custom galvanized Triad trailer. Very nice condition, new interior. New bottom 11/01. Stove, sleeps 5, 5'8" headroom. Main, jib, 150 gen, spinnaker, 9.9 hp Johnson. Looks/sails great. \$8,000. Please call (408) 226-8900 or email: browbill@aol.com.

**CATALINA 25, 1985.** 10 hp Honda, 3 jibs, water and waste tanks, new head and compass, low use, all service records, excellent condition, set up for single handed sailing. Berthed in Benicia. \$8,250/obo. Call (707) 425-5878 or email: sllocal@yahoo.com.



**MORGAN 27, 1972.** New bottom 4/02. all new electronics, instruments. 5 bags of clean sails. 4 pages of quality equipment. Dimensions: 27'6" x 9'10" x 4'6" x 25'0". Tall keel stepped mast. Clean, quiet Atomic 4. Freshwater boat. Second owner (since 1990). Bristol condition. A joy to sail. \$12,777/obo. Peter (510) 523-7777.

**COLUMBIA 28, 1968.** Great Bay boat with most everything new. Atomic 4 with many upgrades. Tiller pilot, GPS, radar. New main and jib with too much stuff to list. Very good condition. \$9,800. Call (530) 541-3525.

**CATALINA 27, 1978.** Spinnaker, whisker pole, extra sails, spares, accessories. Recently serviced strong Atomic 4. Cooling system recently rebuilt. White with blue trim. Great Bay and starter boat. Steve (707) 254-9110.

**ISLANDER 28, 1978.** 5 headsails, 2 spinners, newer and older main, new dodger, holding tank, VHF, speed/depth, GPS, all covers, diesel, pulpits, 6 rope clutches, new lifelines, all lines aft. \$24,000. Call Arnie (415) 234-1844 (hm) or (415) 999-6751.

**COLUMBIA 28, 1968.** Great boat, great location. Lots of stores and restaurants. Easy Bay access. Full keel, Atomic 4 engine runs great, sails in great shape. \$10,000/obo. Call (415) 928-3489.

**O'DAY 28, 1978.** Great Bay or liveaboard boat. Lots of room, well maintained, new bottom 6/02. 2 anchors, Evinrude outboard, sink, stove, head, sleeps 5. Lots of extras. Berkeley upwind berth. Too many boats, not enough time. \$6,000. Please email: lunamontero@aol.com or call (510) 290-6792.



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**ISLANDER 28, 1977.** Good old boat needs good new owner to clean and sail her. Nice new interior cushions, lines led aft, BBQ, 7 bags of old sails, electronics, Atomic 4, very dirty bottom. \$7,500/obo. Call Paul (415) 258-8227 or email: paulha@sonic.net.

**CATALINA 25, 1980.** Fixed keel, new mainsail. 7-1/2 hp outboard, sleeps 5. VHF, compass, depth, stove, etc. Good condition. SF Bay. Asking \$4,200/obo. Call (415) 467-2274.

**EXPRESS 27, 1986.** Last real Express. Trailer, electronics. Race ready. Some ocean equipment. Great boat. \$18,900. Call Brett (510) 872-9933.

**PEARSON ARIEL 26, 1964.** Beautiful, completely refurbished. Alberg design full keel, racer/cruiser, rigged singlehanded, custom teak interior, all new hardware/gear/electronics. View details and photos: <http://members.surfbest.net/todaniel@surfbest.net/pearson/ariel.html> Price: \$9,450. Call Daniel (805) 474-1439 or email: todaniel@surfbest.net.

**CHEOY LEE 27 OFFSHORE, 1966.** Autopilot, depthfinder, Navico Tiller Pilot 500, Horizon radio, 4 anchors, holding tank, Force 10 propane heater, BBQ. Sails/canvas in great condition. Needs motor, TLC. Nice fiberglass hull, great teak. Berthed Benicia. \$6,500. Call Erik (707) 745-6168 (after 2pm).

**PEARSON TRITON 28.6.** Great shape. A-4 with 40 hours. Lots of gear. Good sails. 8-ft Zodiac with 3 hp O/B. Berkeley berth. \$9,000. Gene (510) 834-6637.



**28-FT SLOOP.** Designer Slabby Larson, Denmark, 1960. Draft 4'8", beam 8'10", LWL 20-ft, displacement 9,700 lbs. 3/4 keel, modest overhang. Hull mahogany on oak, teak decks. 30 hp Perkins diesel, low hours. Montgomery dinghy. Very good condition. Master Mariner. See to appreciate. \$22,000. Call Brian (510) 703-8292.

**ERICSON 26, 1967.** Very good condition. 7 hp outboard. Hauled out and bottom repainted 6/00. Bags of sails. Lots of TLC put into boat. Fabulous interior. Must see to appreciate. \$6,500/obo. Please call (415) 435-9040.

## 29 TO 31 FEET

**HUNTER 31, 1984.** Fully equipped. Buck condition. \$35,000. Call (530) 577-4407 or (510) 337-1481 (weekends).

**RANGER 29, 1975.** Atomic 4, just serviced. Sails in good condition. Needs some cosmetic work. \$7,600. Steve (415) 342-2599 or email: hanson8@pacbell.net.

**CATALINA 30 TALL RIG, 1977.** Recent bottom job, new interior cushions, rebuilt Atomic 4 with low hours, self-tailing winches. Knotmeter, wind direction, new depthsounder, VHF, stereo. Spinnaker pole, adjustable whisker. Extra gear and cruising modifications. \$17,900/obo. Call (209) 462-5233.

**NONSUCH 30 CLASSIC, 1981.** *Destiny* is rebuilt from the hull out. Almost everything is brand new. Exquisite traditional catboat line, fast and easy to sail. Huge interior. Finish work in progress. Buyer selects colors, etc. \$55,000 when complete. Call (510) 499-9211.



**29-FT CLASSIC WOODY.** Built in Sweden to Vertue specs. Recent restoration of hull and topside, plus overhaul of electrical and engine. Ready to go. Built for liveaboard or bluewater cruising. Berthed in San Francisco. \$17,500/obo. Please call (415) 640-3124.

**HERRESHOFF OFFSHORE 31 KETCH, 1964.** Mahogany classic. Professionally maintained, very good condition: Like new sails, covers, electronics, and spars. Beautiful interior, wood stove, head, barbecue. Sleeps 4. Engine recent rebuild. Hauled and inspected. \$10,000/obo. Call Bill (415) 928-7171.

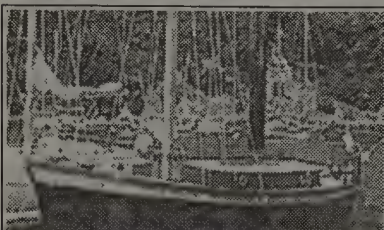
**HUNTER 28.5, 1985.** Well maintained. 5-year-old Yanmar 2GM20, barely used. Lifetime in freshwater. Harken roller furling. Deep keel, dodger, upgraded winches. New bottom paint. At Lake Tahoe, will move to SF Bay. \$18,500/obo. Call Rob (775) 225-1502.

**PEARSON 30, 1971.** A4 in boat, not running. Last hauled 1999 with new thruhulls, standing rigging and bottom. Price includes many, many engine parts, enough to put together rebuild. First \$5,750 takes all. Bryan at (408) 984-5283.

**J/29, 1984.** Fractional rig, Yanmar diesel, racing and cruising sails, Autohelm instruments, 2 spinnaker poles, continuous track for jib cars, self-tailing primaries, rigid vang, new bottom paint. Overnight cruiser or fun racer. \$19,600. Please call (650) 592-8882.

**CAL 29, 1974.** Running Atomic 4 with full set of sails plus extras. GPS, autopilot, 8 winches. good condition. \$9,500/obo. (415) 786-6780.

**LANCER 30, 1979.** C&C designed sailboat. 15 hp diesel, wheel steering, dodger, 2 mains, 3 headsails and 1 spinnaker with pole. Sleeps 5, aft galley and aft head with sink. Good condition. \$18,000/obo. Leave message: (530) 409-4013.



**CUSTOM CUTTER.** 4.5-ft draw. 10 hp Saab diesel engine. A lot of love went into the designing and building of this boat. Needs cosmetic work. Must sell. \$6,000/obo. Call (415) 893-1482.

**CATALINA 30, 1977.** \$19,000/firm. Newly overhauled Atomic 4, wheel steering, rollerfurler and sails 3-years-old, standing and running rigging 4-years-old, new interior and exterior cushions. Good boat, good price. Larry Day (650) 858-3559 or (650) 654-1686 (eves).

**30 FT CRUISER/RACER.** S&S designed glass beauty. All newly varnished teak, new interior, gorgeous and really built. Loaded with diesel, canvas, cruising amenities. \$23,900. Call (510) 864-7758 or (510-) 919-6276 (cell).

**ISLANDER 29, 1967.** Rebuilt Yanmar. Full-cutaway keel. Installed new in 2001: Furler, head, tanks, prop, fuel and exhaust system, upholstery, 110 wiring, running and standing rigging and much more. In Martinez. \$16,500. Call (916) 718-1446.

**NONSUCH 30, 1982.** Classic model. Westerbeke 27 hp diesel, dodger, nice galley. Flash hot water system, custom interior features. A roomy well-built cat boat, easy to sail. \$48,500. Please call (707) 486-7699 (days) or (707) 554-8725 (eves).

**CONTEST CONYFLEX, 31.** Quality Dutch crafted. Pedestal steering, roller reefing, Volvo Penta MD-2 diesel. Excellent interior, exterior needs cosmetic work. Do it yourself, save \$1000s. \$12,500. Please email: BarneyandRoger@aol.com or call (925) 684-2242.

**ISLANDER 30, 1976.** Roller furler with 150 genoa, pedestal steering, dodger, Palmer engine, VHF, AM/FM cassette. Roomy cockpit, galley and berths for seven below, new standing rigging in 1999, great Bay and Delta cruiser. Bought new boat. Richmond. \$9,900. Call (415) 457-8349 or (415) 509-4157 (cell).

**CAL 30, 1964.** Classic Lapworth cruising design. Nice boat. Must see. Price drastically reduced. Will sell fast. Located in Santa Cruz Harbor. \$7,000. Call (408) 891-5239 or (408) 206-5545.

**CAL 29, 1970.** Ready to cruise. 5 sails in great shape. Electric windlass, refrigeration, autotiller. 1998 Yanmar 2GM20. VHF, depth, speed, stove, CD stereo, backstay antenna, 420Ahr batteries, high output alt. and more. \$13,000. Chris (925) 938-7245 or email: pollodelmar@pacbell.net.

**1946 RHODES.** 6 hp Evinrude o/b plus original engine with manual. New bottom paint, hull is yellow pine with cetol, decks have been epoxied and are painted beige. 5 sails and new interior. Also several powerboats are available from \$3,900/obo. Call (510) 535-0457.

**PEARSON 30, 1975.** Roller furling jib, wheel, binnacle, compass, stove, cooler. Sleeps 6. Good condition. Great cruising boat. Needs engine. A terrific value for someone willing to repower. \$6,300/obo. Call Peter (415) 642-0242. Out of town 7/7 to 7/15/02.



**BENETEAU FIRST 305, 1985.** 30-ft racer/cruiser, Yanmar 175 hours. New standing rig and lifelines, rigged to race. Sails: Full batten main, new Ullman 105, North 90, 150, Sobstad 125. Spinnaker and all gear. Harken convert furler with twin track. New head and holding tank. Sleeps six, teak interior, holly sole, private aft and fore cabins. Propane stove, dual SS sinks, exc. storage, many extras. \$38,000/obo. Greg (415) 381-6900 (wk) or (415) 332-4401 (hm).

**ISLANDER 30, 1969.** Ready liveaboard/weekender, new upholstery, head, holding, carpet. 2-cyl Albin diesel. Will be in Benicia, CA over the 4th July for viewing pleasure/back to Sacramento. Must see. \$10,900. Mitch (916) 208-8818 or (916) 421-1410.

**HUNTER 30, 1975.** Excellent Bay sailing boat/liveaboard. Yanmar diesel, runs great. Nice interior sleeps 6. Fiberglass hull, new batteries. Many extras. Located in Redwood City. \$11,000/obo. Must sell. Pictures available. Jon (650) 704-5740 or email: jonnywolk@yahoo.com.

**RANGER 29.** Excellent condition. New Ullman main and RF genoa. Epoxy and painted bottom, spars and hull re-paint, Furler furler, standing rigging, all new in 1999. Folding prop, Autohelm. Located at San Diego Yacht Club. \$13,000. (619) 985-6003 or email: scot@nethere.com.

**BRISTOL 30, 1972.** Best reasonable low offer. Keel classic, excellent sails, excl. motor, tiller, monitor vane, gel batts, CQR, Danforth, vest. Ready to sail, needs minor TLC, paint. Free big raft. New dad, no time, old story. Call Tai (415) 924-8881.



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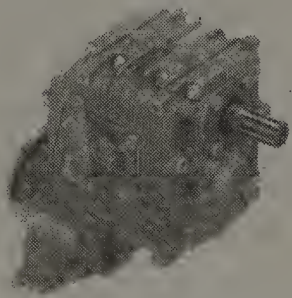
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**HUNTER 310, 1999.** 31-ft beautiful sailboat. Excellent condition. Stove/oven, two showers, H/C water, marine head, refrigerator, microwave, heavy duty sails, furl jib, CD stereo, sleeps six, many extras. \$56,000/obo. Six months free berthing in SF Bay. Call (650) 627-8517 (hm) or (650) 576-5917 (cell).

**30-FT CUSTOM KETCH.** Diesel, full keel. Comfortable, safe boat. Equipped for ocean passagemaking. Many charts, solar panel, liferaft, hard dinghy, autopilot, full galley with shipmate, stove with oven. Boat in dry storage in Hawaii on Big Island. \$15,000/obo. Call (707) 528-9323.

**ISLANDER BAHAMA 30, 1982.** Volvo diesel. Hauled and bottom painted 7/01. Sail inventory includes 90, 110, 135 headsails plus mainsail. Alameda Fortman Marina, Berth C12. \$18,500/firm. For information or inspection call Walt (510) 793-8794 or email: WDV@sail@aol.com.

**S2 9.2 CENTER COCKPIT, 1980.** Yanmar 15 hp, low hours. Speed, depth, log, wind. Queen aft, elec. windlass, stove, bath tub. H/C pressure water. Ballena Bay, C-36. \$24,500. Pager (not a voicemail) (925) 955-5092 (to leave your number press pound).

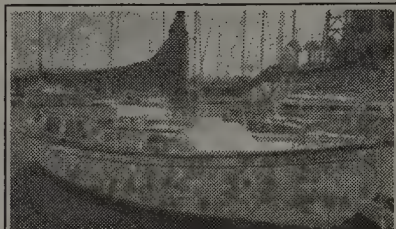
**CAL 2-29.** Diesel. An excellent first boat. The best value per foot of any boat out there for a stable, fast roomy cruising boat. Sails extremely well under main alone. Large cockpit, room for 7. Excellent family boat. 6'2" headroom. Brand new interior including teak refinish, cushions, paint, etc. Instruments, VHF, spinnaker, pressured water, etc. Nice looking teak on the outside too. Great downtown Sausalito berth should be transferable. \$14,500. John (415) 272-5800.

**30-FT KNARR SEASON CHAMPION.** Fiberglass, Danish built, \$50,000+ new. Full cover, numerous sails, great Yamaha outboard, stainless steel stern mount. All required equipment. Ready to race or sail. Great fleet social life. Regattas in Denmark and Norway as guest. Motivated seller. \$19,995. Call (310) 383-6806.

**NEWPORT 30 Mk II, 1976.** Newly rebuilt Atomic 4 gas engine. Full sail inventory, including spinnaker. Bottom done Oct. 2000. Call or email for full equipment list and more info. Vallejo. \$16,000. Call (707) 645-0538 or email: bobandval@ev1.net.

**ISLANDER 30, 1971.** Great weekender. Clean, reliable and much improved. Three sails, spinnaker, alcohol stove and oven. New bottom, main, standing rigging, lifelines, diesel motor and much more. Asking \$12,900/obo. Located in Oakland. Email: jms1@jps.net or call (510) 832-1959.

**SANTANA 30, 1977.** Racer/cruiser. Roller furling, self-tailing winches, spinnakers, no blisters, VHF, DS, compass, KM, etc. Clean interior with new cushions. Solid well-cared-for Bay boat. \$16,500. Please call Greg (650) 224-5409.



**HERRESHOFF H28, 1979.** Fiberglass sloop in excellent condition. High quality pocket cruiser. Built in New Zealand, with berths for six. Bukh 10 hp diesel, main, 2 jibs, spinnaker, VHF, GPS, Loran, depthsounder, knotmeter, wind speed, AM/FM/cassette, microwave, refrigerator/freezer. Berthed at South Beach Harbor (PacBell). Price reduced to \$22,500. For information call (831) 246-0848 or email: Law2000s@aol.com.

**OLSON 29, 1986.** Cisco. Excellent racer/cruiser, very good condition. UK racing sails, North delivery sails, adjustable genoa cars, almost new epoxy bottom, electronics, trailer, outboard, original interior components. See on trailer at Brickyard Cove, Pt. Richmond. \$26,000/obo. Gary (530) 583-9132.

**ERICSON 30, 1968.** Hauled in June with new bottom paint job. Completely rebuilt Atomic 4. All new interior cushions. Radio, digital depthsounder, Loran, refrigerator, main and two working jibs in fair condition. Ready to sail. \$12,000. Call (408) 472-9833 or email: k\_moore1@hotmail.com.

**BIRD 30, 1929.** Active one design racer. Beautifully maintained. Fresh hood racing sails. Teak cockpit. New standing rigging, outboard and canvas. Built at United Shipyard. Take wing in 35 knots of breeze. Sausalito slip. Fast and fun. \$9,500. (415) 509-7164.

**CHEOY LEE OFFSHORE 31 KETCH, 1975.** Luhrs fiber/teak, Mexico vet. Albin diesel, wheel steering. Ritchie, Furuno, Autohelm, solar, SSS, lcom, refer, PUR. Huge inventory spares, ground tackle and cruise gear. Ready to go south. \$29,500. Call (707) 529-2290 or email: markd@sonic.net.



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**HUNTER 30, 1979.** Good family boat. Sails 2-years-old. 12 hp Yanmar diesel, wheel steering. Gas BBQ. Website: [www.achievingindependence.com/playpen](http://www.achievingindependence.com/playpen) \$13,500/obo. Call (925) 682-1315.

**ERICSON 29, 1973.** Very good condition. New interior, rigging, canvas, batteries, bottom, thruhulls, ST40 insts. Atomic 4 rebuilt 2001, tiller. Main, jib and genoa sails in excellent condition. Nice liveaboard, very clean and dry, electric water. See Website: [www.cwp.com/ericson](http://www.cwp.com/ericson) Call (408) 813-3367.

## 32 TO 35 FEET

**YAMAHA 33, 1978.** Tiller steered, Pro Furl with three headsails, lazyjacks on main, hydraulic backstay. Includes spinnaker and all gear plus asymmetrical spinnaker and dousing sock. All lines led aft. Two anchors and rode. Interior has lots of teak, excellent nav station, lots of headroom, propane stove with oven. New ports 6/01. Bottom epoxy barrier coated 4/02. Can be seen at Stockton Sailing Club, Slip H-13. \$27,000. Call owner in Manteca, CA (209) 825-7526.

**ERICSON 35, 1978.** Great condition. Loran, GPS, Autohelm, depthsounder, VHF, AM/FM cassette. Yanmar diesel, runs great. Newer canvas. A great coastal and bluewater cruiser. \$36,000. Please call (925) 461-9898 (days) or (925) 551-7997 (after 7pm).



**SCANDINAVIAN KINGS CRUISER.** 32-ft classic. Elegant and fast. Same designer as the famous Folkboat. Impress and out-run your friends. Honduras mahogany on oak, teak decks. Bronze windows and fittings. Stem-to-stern restoration 95% complete. New caulk, paint, varnish, bottom, rigging, lazyjacks, interior cushions and bunk, majogany floorboards, curtains, compass, stereo, canvas sail covers and boat cover, and more. New keel 1996. Priced for quick sale. \$16,900. Call David (650) 346-9940.

**HOBIE 33.** Fixed keel. Competitive on SF Bay. Equipped for racing, extensive sail inventory, or cruising, deluxe interior, sleeps 6, sink, Porta-Potti, 2-burner stove. New bottom paint. Hull # 4161. Berthed at Alameda Marina. Need to sell. Asking \$19,500. Call Gayle at (510) 521-6623.

**HUNTER 336, 1996.** Must sell. Excellent condition. Surveyed 9/01, hauled 4/02. Dinghy and outboard, sailing package and many extras. Berthed in Newport Beach, CA. Call or email for list. Assumable 7.75% loan. \$70,000. Call (707) 255-4371 or email: makosando@aol.com.

**DASH 34.** Fastest, driest, most fun boat you can buy for under \$30,000. Upgraded. Points like a bandit, ghosts like a shark, first with the ladies, first 'round the marks. Sleeps 6, head, stove, VHF, new bottom paint. \$27,000. Call (916) 606-6774 or email: harlondo3@aol.com.



**RANGER 33.5.** Excellent condition. Galley, refrigerator, shower. New bottom paint, no blisters. New plumbing equipment in head, galley and bilge. Atomic 4 runs great. Clean, attractive. Ready to daysail, cruise, race or liveaboard. \$25,000/obo. Berthed at Oakland. Call Jim (650) 776-1002.

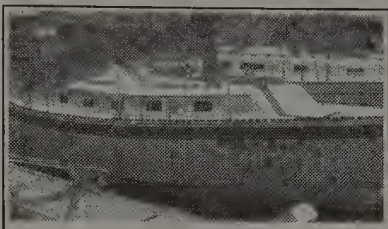
**CATALINA 320, 2000.** Exceptional, one of a kind vessel would suit new buyer. Extensive option list includes Napa leather interior, central air/heat, autopilot, microwave and galley enhancements. Depth, knot, wind speed with remote repeater, tank gauges, 3-blade cruising prop, plexiglass cabin doors, full canvas/bimini, 6 deck CD/stereo with remote transom/stateroom controls, cockpit table/full cushion package. Absolutely faultless. \$98,500. Please call (510) 209-5068.

**11:METRE, HULL #98.** Two mains, two jibs, one kite. KVH speed, depth, compass on two maxi displays. This is a fast, fun boat. Motovated to sell. \$10,100. Call Dave (415) 298-5935.

**WESTSAIL 32, 1976.** MD2B, custom built. Insulated interior, tropical canvas screens, dodger, 9 Barients, 8 bags sail, 4 sets ground tackle, Monitor, Alpenglows, AGM batteries. Low-draw fans, LPG, 12 volt refer. Troll/wind gen minus prop. More. \$54,500. Call (619) 203-9740.

**SABRE 34 Mk II, 1987.** Great condition. Full batten main, Hood Vectran jib. CQR anchor, Max Prop, dodger, GPS/plotter, autopilot, canvas: all new or recent. Bay Area. \$82,500. Email: jeceaton@yahoo.com.

**CATALINA 32 Mk II, 1997.** Excellent condition. Yanmar 3-cyl diesel engine with 136 hours and 3-blade prop. Autopilot, knotmeter, depthfinder, windspeed, windpoint, VHF radio, battery charger, AM/FM/CD with speakers inside and outside. Dutchman reef and single line reef, roller furling, fin keel, 100% genoa, dodger, boomvang, microwave, propane BBQ and TV. Berthed in Sausalito. \$78,000. Call (707) 836-0122.



**ALOHA 34, TED BREWER DESIGN.** This beautiful, fully equipped cruiser is in excellent condition and ready for your family to enjoy. 6'3" headroom, sleeps 6, teak interior, well vented with 3 skylight hatches and 10 opening ports. Forward-facing navigation station, 60 gals water, 26 gals fuel and 32 gal holding tank. Propane stove, oven and heater, refrigerator, H/C pressure water in galley and head with shower. Berthed at Seaport Harbor, Redwood City. \$44,500. Call (408) 268-2920.

**ERICSON 35, 1979.** Great condition. Recent upgrades include standing and running rigging, safety lines, fuel tank. New canvas and interior cushions. Yanmar diesel runs great. Hauled 5/02. \$35,000. For specs/photos call (415) 332-1119 (wkdays) or (415) 383-4940 (eves/wkends) or email: dgarni@bluegarni.com.

**WINDJAMMER 34, 1978.** Ketch, diesel, cruiser or liveaboard. Glass hull, teak deck, bronze chainplates and pulpits, aluminum masts, stainless and bronze rigging, battenless sails, 2 anchors, electric windlass, 1.5kw generator, much more. \$25,000/obo. Must sell. (928) 592-0701 or email: thb@wildapache.net.

**SPENCER 35, 1968.** Cruise ready. Liferaft, EPIRB, watermaker, SSB weatherfax, solar panel, monitor windvane. Autohelm, dinghy, new roller furler, GPS, radar, total re-rig including chainplates and staylocks. Bottom paint Dec 2001. Documented for chartering. \$34,900. Please call (619) 888-0258 or email: onrust2@hotmail.com.

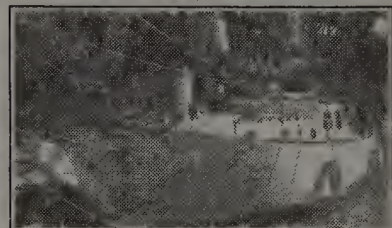
**ERICSON 35, 1974.** Almost new sails and standing rigging with insulated backstay. Large yet low/sleek dodger. Furuno radar and reflector, GPS, Loran, VHF. Almost new canvas boom/main cover and full canvas for all exterior teak. Gels, Link 20 e-meter. Dealer/distributor rebuilt Atomic 4. Dinghy and O/B, 2 anchors and upgraded bow anchor roller. \$33,700. Call (310) 831-3538.

**WESTSAIL 32, HULL #137.** Award-winning interior. Everything new in 1999: engine, standing and running rigging, sails, covers, dodger. Ready to cruise anywhere. Boat in La Paz. Medical forces sale. See Websites: [www.westsail.com](http://www.westsail.com) and <http://osmx.com/lasirene.htm> Email: saltythegato@yahoo.com.

**1975 CHEOY LEE CLIPPER.** Good cruiser / liveaboard. 3-cylinder Perkins diesel engine with 280 hours, rebuilt exhaust. Good electrical, overhauled Quadrant steering system, fibreglass hull, modified full keel. Currently slipped in Alameda. Call (415) 577-0728.

**DREADNOUGHT 32 KETCH.** Perkins 4-107 diesel, propane stove and heater, Furuno radar, Balmar diesel generator, SSB, VHF, autopilot, GPS, depth, 2 furling headsails, 100 diesel, 60 water, 10 propane, \$35,000/obo. Will consider trades. Call (520) 366-5215.

**ARIES 32, 1975.** Perkins Perama M3, 500 hours. Turnkey condition. North Harbor, Moss Landing, permanent slip. Near new main, 2 jibs. Autohelm Tridata. ST winches. Great teak interior. Fiberglass version of a wooden classic. \$30,000. Call (831) 320-8456.



**WILLIAM GARDEN KETCH.** 35-ft OD, 42-ft OA. 2" thick cedar planking over oak stringers and frames. Perkins 4.108, new batteries, alternator, starter, automatic charger, full keel, VHF, depthsounder, roller furler, wormgear steering, 6'4" headroom, extras. Located Pittsburg (CA) Marina. \$18,000/obo. Call Bill (925) 323-1919 or email: saltydog96@yahoo.com.

**BENETEAU FIRST 35s5, 1990.** Sleek, fast and in beautiful condition. 2 mains, 3 headsails, spinnaker, Nexus instruments, upgraded traveler and running rigging. Volvo 28 hp, feathering Maxprop. \$73,500. Please call (707) 748-7288 or email: bhyde@aaahawk.com for details/photos.

**CHALLENGER 32, 1974** with transferable Monterey slip. Great shape, teak/holly sole, stove, refrigeration, microwave. New Anderson 2-speed winches, head, holding tank, filters, fuel tank, CD player, VHF. 55 hp Nissan diesel. Roller furling, 3 sails. \$26,900/obo. Call (831) 393-1688 or email: Loren007@msn.com.

**YAMAHA 33, 1978.** Great shape. Dodger, autopilot, monitor, main, jib, genoa, full boat cover. Hauled, buff, wax, bottom paint, April 2002. \$30,000. (707) 257-9068 or email: littleboattrip@hotmail.com.

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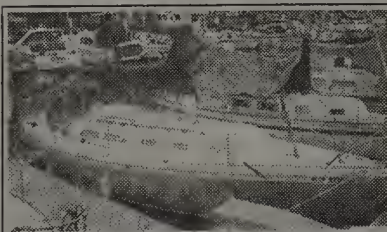
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**ERICSON 32, 1969.** Very clean. Autopilot, depth gauge, two-way radio, Atomic 4 engine. Docked at Coyote Point Marina. Asking \$14,000. Call Glen (650) 537-1538 or (650) 291-2881.

**WESTSAIL 32.** Fully equipped, needs updated gear refit for distance cruising. Hull, factory spruce spars, teak decks, 10 bronze portholes, B&G instruments, Autohelm, windlass, anchors, chain, 5 batteries in sound condition. Volvo MD2B and refurbished sails operational. \$38,900. Call (925) 938-6235.

**ERICSON 35, 1972.** Documented, recent new diesel engine plus. Recent upgrades to include electronics, waterheater, ac/dc, much else new. Varnished interior, wheel steering, autopilot, GPS, 3-burner ss stove. \$29,000. Call (209) 667-0252 or email: jwdinc@bigvalley.net.

**G3 32, 1966, #22.** Fresh out of the yard, a woodie as good as they get. Full winter cover and a great downtown Sausalito berth. \$60,000/obo. Call (415) 388-8627.

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**APHRODITE 101.** 33-ft sloop, fiberglass, Elvstrom design, built in Denmark, documented. Volvo diesel, well equipped, lying Richmond CA. For class info see Websites for 'Aphrodite 101 sailboats'. \$16,500. Call Don, (206) 463-2514 or email: donmlh@mindspring.com.

## 36 TO 39 FEET

**DOWNEAST 38 CUTTER.** Rare 1981 model. Pacific vet. Loaded with cruising gear. Nesting dink, Universal diesel, low hours since rebuild. Good sails, ready to go. Ventura, CA. \$70,000. Please call (805) 644-4199.

**ISLANDER 37.** Volvo diesel, low hours since overhaul. Needs some cosmetic work. \$30,000/obo. Call (408) 937-6923.

**ISLANDER 36, 1976. Nighttrain.** Navy blue hull, new sails, furling jib, canvas, dodger, overhauled Perkins diesel, excellent interior/exterior. Berthed in Emeryville, CA. Excellent Bay boat. Asking \$49,995. Call R. Palmer (925) 254-8414.

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**ISLANDER 36.** Located in British Virgin Islands. New Yanmar. New sails. New bimini. New davits. Near-new rigging. I am the 2nd owner. She was based in San Francisco and brought to the BVI in 1999: trucked to Ft. Lauderdale, then sailed. Meticulously maintained. For photos, price, etc. see www.hfskane.com.

**GULFSTAR 37, 1978.** Professionally maintained and in excellent condition. Very roomy interior, sloop rig with roller furler. New Yanmar 45 hp diesel, 85 hours. Self-tailing winches, wheel steering. Norcold refrigeration, Newmar 20 amp charger. Recent haulout and survey. \$60,000. Call (510) 849-1766.

**HUNTER LEGEND 35.5, 1991.** Excellent condition, just hauled and painted, extremely clean and well kept, full instrumentation, Harken roller furling, dodger, Autohelm 4000ST. Separate shower stall, teak and holly cabin sole, aft cabin, chart table and good ventilation. \$59,500. Call (415) 441-7160.

**WATKINS 36, 1982.** Center cockpit sloop. Huge cabin for liveaboard or cruising. Perkins 50 hp diesel, low hours. Great wood interior, sleeps at least 6. All cruising amenities. Hard-to-get slip goes with boat. Slip G17, Monterey Marina. See Website: www.dnlco.com/wildfire \$65,000. Call (925) 376-3826.

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**BENETEAU 370, 1991.** Beautifully maintained. Head with electric macerator and shower plus separate shower room, V-berth plus large owner's stateroom, teak throughout. Salon with table and shaped settee. Volvo 2003 28 hp, 340 hours with Powerline 130 amp alternator with 2 gelcells. Heart Freedom inverter/charger, Autohelm 4000 autopilot, wind, speed, depth multi-display. Sony VHF plus 10-stack CD/tape player. Furling main and jib with gennaker, 4 Lewmar winches. Custom dodger, electric windlass with foot and cockpit control, 150-ft chain with tilt bow roller, 35# Bruce anchor with freshwater washdown. Swimdeck with hot water shower. Huge cockpit with ice chest under table. Full specs available. \$95,000. Call (415) 435-5877.



**LAPWORTH 36, 1960, #51.** Beautifully maintained and in perfect shape for many years of sailing. This wooden hull boat is mahogany planked with oak frames. Equipped with Barent winches and recently surveyed. One owner for 35 years. This is a perfect boat for cruising the Bay and along the coast. Bunks for six persons together with a galley and electric refrigerator. Full cover. \$24,500. Please call Tom (415) 929-1586 or email: sfcarnes@pacbell.net.

**PALMER JOHNSON STANDFAST 36, 1974.** Carefully maintained, in great condition. North main, 4 headsails, spinnaker, ProFurl, autopilot, B+G Network instruments, electric windlass. New mast and all rigging 1996, Volvo diesel. \$42,500. Please call (831) 461-0654 or email: gerry@cruzio.com for details/photos.

**RAFIKI 37, 1980.** Hull #50 of 50. Classic Huntingford design. Dependable blue water cruiser. Lots of extra equipment. Price reduced \$58,000. (415) 246-7557.

**MOODY 38, 1990.** Center cockpit 376 sloop. British built, Lloyds certified offshore yacht. Extremely strong performance cruiser, trans Atlantic vet, ready to go anywhere, VAT paid. Loaded, including new Furuno 4kw radar, Autohelm 6000 autopilot with complete Sea Talk instrument package. VHF, GPS, Heart inverter/charger, Espar diesel heat. New in 2001: teak/holly sole, leather upholstery, new dodger/bimini. Full sail inventory, roll-up inflatable with Suzuki 6 hp. \$120,000. Call (310) 827-5350.

**UNION 36, 1985.** This boat is loaded and ready to cruise. Autopilot, windvane, SSB, radar, chartplotter, inverter, Link 2000, solar panels, VHF, and much more. A new transmission behind a Perkins 4-108 diesel engine. \$87,000. Call (510) 237-1301.



**PEARSON 385, 1984.** Immaculate, center cockpit, 44 hp Yanmar, radar, A/P, GPS, roller furling, refrigeration, wind generator, dodger, 2 staterooms, 2 heads, inverter, 45 gal fuel, 170 gal water. \$89,500. For complete inventory and photos call (209) 996-6216 or email: watermanjk@pocketmail.com.

**MUST SELL NOW.** 38-ft Rhodes design, 1975. Clean. Volvo Penta. New bottom, prop, bearings, water heater. Propane stove/oven. 4 sails. VHF, SSB. Heaters, CQR, dodger. Must see. Lying Coyote Pt., San Mateo. \$27,000/obo. (650) 799-9222 or email: captweb@juno.com.

**IRWIN 38, 1984.** Impeccable condition. Cruise or liveaboard, center cockpit with custom full enclosure, cutter rigged. All sails furling, Perkins 4-180, 4 kw genset Kubota/U.S. Energy, 1200 watt inverter. Extras galore. See photos at Website: <http://photos.yahoo.com/fjblitzer> \$129,000. (310) 822-4471 or email: fjblitzer@netscape.net.

**PACIFIC 38, 1979. Rolig.** Offshore performance cruiser and great liveaboard. Designed and built in New Zealand. Fiberglass hull, teak decks, beautiful mahogany interior. Berthed in Sausalito. For more info visit [www.lakelevel.com/rolig/](http://www.lakelevel.com/rolig/) \$70,000. Call (530) 478-0965 or email: rolig@lakelevel.com.

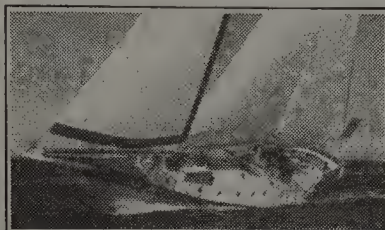
**CAVALIER 39, 1984. Kokiri.** Bristol condition New Zealand built yacht. Two-time Mexico vet with highest quality gear too numerous to list. This is a must see for the serious bluewater cruiser. \$125,000. Call (510) 865-6871 or (510) 521-1142 (8am-6pm).

**ERICSON 39, 1971.** Perkins 107, roller furling, dodger, extra sails, radar, extra folding prop, wheel steering and tiller, hot water, propane stove. 6-ft 5-in headroom. Sleeps 7. Hauled 6/01. Mahogany interior. \$33,000. (707) 318-2778.

**CATALINA 38, 1983.** Sparkman & Stephens design. Fast, comfortable, good-looking. Full electronics, autopilot, stereo, refriger, shower, safety gear, handsome interior, excellent condition, newer Yanmar diesel, standing rigging. \$49,900. Svend (925) 283-7588.

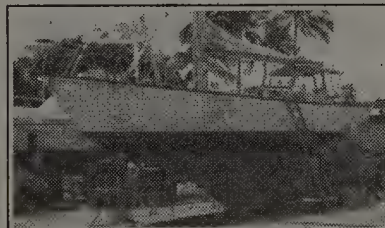
**IRWIN 37, 1980.** Cutter rig, Perkins 4-108. Monitor windvane, 3 anchors, radar, GPS, chartplotter. SSB, wind generator, solar panels, watermaker, liferaft, EPIRB, much more. Great liveaboard, proven world cruiser. \$67,000. Call (415) 608-0356 or email: irwin37ladyann@hotmail.com.

## 40 TO 50 FEET



**STAYSAIL SCHOONER 42, 1979.** Aluminum. 50' x 11'4" x 6' single chine. 33 hp Yanmar. 48-mile radar, autopilot, 6 berths, 2 heads, self-tacking rig, heavy ground tackle, offshore ready, many spares. One owner since new. Excellent condition. \$71,500. Call (714) 894-7496 or email: david@naturelakes.com.

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**40-FT ALASKAN CEDAR SLOOP.** Beautiful and fast racer/cruiser. Designed and built by Gene Wells, 1989. 5 sails, sailing instruments, depthsounder, 3-cylinder Volvo diesel. Teak decks, comfortable interior, propane oven, solar panels, bimini. Located Kauai. \$65,000. (808) 828-1011.

**CATALINA 470, 2000.** Excellent condition, over \$90,000 in options. Furling rig, generator, 3-zone heat/AC, dual radar/chartplotter, dodger/bimini, extra sail, leather salon, sonar, autopilot, EPIRB, inverter, bowthruster, decorator interior, teak grate, washer/dryer. Way below replacement at \$299,000. (831) 438-8897 or email: VRolston@pacbell.net.

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**KELLY-PETERSON 44, CUTTER.** Fully found vessel in turnkey condition. Newly painted, etc. \$115,000. Located La Paz, BCS, Mexico. Equipment list/specs/photos at Website: <http://osmx.com/kp440266.htm> Email: kp440266@yahoo.com.

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**BENETEAU 440, 1994.** (Sistership). Four cabins, 2 heads, dual refrigeration, GPS chart plotter, KM, DS, furling jib and main, autopilot, forced air heat, excellent condition. Located Semiahmoo Resort, Blaine, WA. Slip also for sale. See pics/specs at: [www.beneteau-owners.com](http://www.beneteau-owners.com) \$148,000. Please call (360) 201-1002 or email: jjspearson@cs.com.

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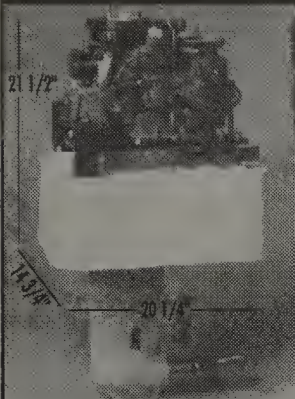
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**ALDEN CHEOY LEE OFFSHORE 50.** Located San Diego, CA. For Details see Website: [www.cheoyleeassociation.com](http://www.cheoyleeassociation.com) \$148,000. Call Rudolf Schichler: (858) 675-1071 or email: [rssailor@att.net](mailto:rssailor@att.net).



**C&C 44, 1989.** Racer/cruiser. Fast, solid, beautiful, spacious, luxurious. C&C's 'Queen of the Fleet'. Racing hull with beautiful interior woodwork. Extensive refit and upgrades 2001. No expense spared. Mint condition, shows like new. Too much to list. No brokers please. \$169,000. (310) 829-6469 or email: [oceanp00h@yahoo.com](mailto:oceanp00h@yahoo.com).

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**BENETEAU 400, 1995.** 3 cabins, 2 heads, radar, dual refrigeration, GPS, KM, DS, wind, forced air heat, upgraded sails, rigging and equipment. Located Semiahmoo Resort, Blaine, WA. Slip also for sale. See pics/specs at: [www.beneteau-owners.com](http://www.beneteau-owners.com) \$138,000. Please call (360) 201-1002 or email: [jjspearson@cs.com](mailto:jjspearson@cs.com).

**PERRY 47 FOR \$89,000.** A center cockpit ketch that looks beautiful under sail or at anchor. She made her first trip to Hawaii in 12 days and change. Traditional teak interior that is great for cruising or living aboard. Listed for a quick sale well under BUC and surveyed value. More details at <http://home.pacbell.net/samla>. If ready to buy call Sam (510) 435-6104 or email: [samla@pacbell.net](mailto:samla@pacbell.net).



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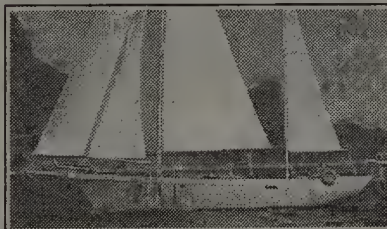
**ISLANDER 41 SLOOP.** Mexico vet with 20 gph watermaker, freezer, electric windlass, 2 autopilots, davits, solar panels, radar, VHF, GPS, Ham, depth, roller furling. Pictures at <http://home.attbi.com/~sailmakai/Makai.htm> \$79,000. Please email: sailmakai@hotmail.com or call (562) 537-7784.

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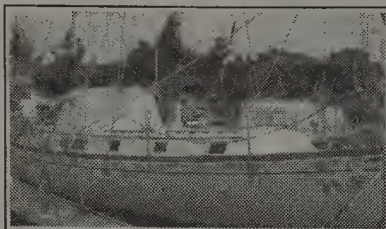
**SWAN 41, 1976.** Sparkman & Stephens design. Excellent condition. North sails, Perkins 41 hp diesel, non-teak decks, central heat/AC, refrigeration, custom V-berth and nav station, autopilot, electric windlass, and GPS. SF Bay Area. See at Website: <http://www.geocities.com/swan41038> \$119,000. (415) 377-1964.



**FERRO-CEMENT CUTTER KETCH.** 1980, 50-ft LOA. Very good shape. 60 hp Isuzu, roller furling, fully battened main, autopilot, solar panels. Very comfortable, easy sailing. Located in San Carlos, Sonora, Mexico. More photos and contact info at Website: [www.mexicosailing.com](http://www.mexicosailing.com). \$44,000/o.b.o.

**HANS CHRISTIAN 43 KETCH, 1979.** Full electronics, extensive sail inventory, bow thruster, custom mattress, epoxy bottom, re-rigged, watermaker, genset, Avon canister, 406 EPIRB, Muir windlass, heavy ground tackle, drogues, more. Excellent condition. Must sell. (707) 543-3270 or (707) 539-9564.

**SWAN 46, 1988.** Bristol condition. See on Website: [www.swan46forsale.com](http://www.swan46forsale.com). Priced for immediate sale. \$349,000/o.b.o.



**GULFSTAR 50, 1978.** Center cockpit ketch, comfortable world cruiser, great 2 bedroom, 2 bath liveaboard. 65 hp diesel, 15kw generator, radar, SSB, vacuflush onboard treatment. See it at: [http://www.geocities.com/alan\\_winslow/](http://www.geocities.com/alan_winslow/) \$120,000. Email: alan\_winslow@yahoo.com.

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**LIBERTY 458, 1983.** 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Website: [www.emard.com](http://www.emard.com). \$189,900. Call (415) 383-8122.

**LAFITTE 44.** Perry designed. Refit 2001/2. F/G decks, epoxy bottom, Awlgrip, electronics, SSB, sails, running/standing rig. Profurl, inverter, electrical, plumbing, dodger, PUR40E, A/P, refer, A/C more. \$178,000. Located Miami. (805) 701-1835 or email: Rinconmn@aol.com.



**WAUQUIEZ AMPHITRITE 43, 1982.** This is an exceptional offshore cruising ketch. Great liveaboard. French-built center cockpit with flush deck. Architects: Holman & Pye. Design: Edward Dubois. Berth: San Diego. World class \$149,000. Email: TobinFun@msn.com for photos/details.

**CAL 40, 1968.** LPU 2001, Perkins diesel, wheel, club jib, 2 booms, spi, electric winches, propane stove. Recent plumbing P/W and AC/DC electrical systems rebuild, extensive insulation. Good condition. \$37,500/o.b.o. Call (415) 472-2098 or (415) 717-3932 (cell).



**HARDIN 44 VOYAGER, 1978.** Reduced. Sexy, roomy, bright, sturdy, comfy. The center cockpit ketch *Tasherana* is for sale. Second owner is swallowing anchor after ten years aboard. Huge aft stateroom with queen bed, three saloon bunks, convertible dinette, workshop or 2nd head. 60 hp Isuzu, windlass, anchors, Lectrasan, 2000w inverter, fireplace, Adler-Barbour refrigeration, new Force 10 stove. Amazing storage: 45 drawers, 33 lockers. Loves those 'gentle' San Francisco breezes. Alameda. See at Website: [http://www.tasherana.com/for\\_sale/](http://www.tasherana.com/for_sale/) \$102,000. Call Charles (510) 523-3238 or email: for\_sale@tasherana.com.



**HUNTER PASSAGE 450, 1998.** Loaded performance cruiser or liveaboard. Huge staterooms, full cockpit enclosure. Numerous equipment, storage, craftsman upgrades. A/C. Full electronics, Robertson autopilot, Northstar GPS, Furuno radar, Maxprop. Cruising spinnaker, stackpack, dinghy, outboard, More. Long Beach. \$225,000. Ty (562) 218-6854.

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**HANS CHRISTIAN CHRISTINA 43, 1990.** Bluewater cruiser. Complete electronics, computer navigation, Spectra water maker, solar panels, wind generator, two heads, two cabins, liferaft, Yanmar engine, 4-burner stove, marble counters. For more information see Website: <http://www.hanschristianchristina43.com> or email: hcchristina43@yahoo.com.



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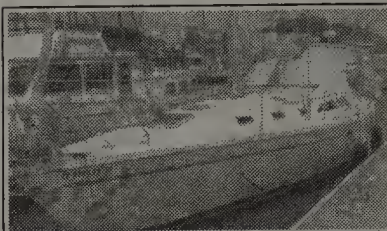


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**1929 JOHN ALDEN STAYSAIL SCHOONER.** Marconi rig 43' LOD, 55' LOA, 12.6' beam, 5.6' draft, 8.2 hull speed, strong ocean vessel, many upgrades, extensive end-to-end refit 1990. Continuously maintained, priced to sell. \$55,500 or trade 38-ft boat rigged for singlehanded. Please call (530) 400-3255.

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**PEARSON 424 KETCH, 1981.** Performance cruiser with plenty of living space. New epoxy bottom, new interior varnish, 1999. Well maintained, loaded with cruising gear. Great sail inventory. Proven world cruiser. Photos and more details at <http://home.pacbell.net/stevesea/index.htm> \$114,995. Call (650) 342-6681.



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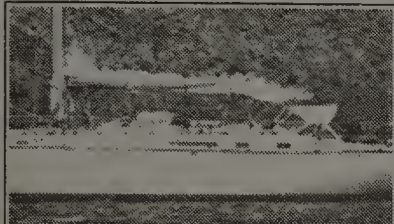
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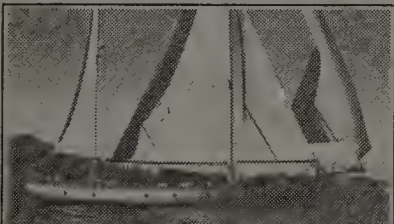


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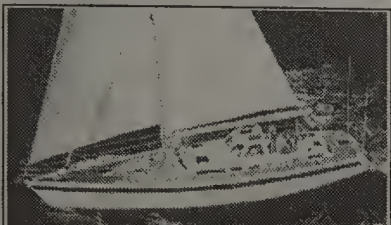


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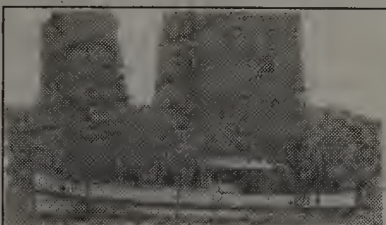
**HARTOG 52 LUXURY YACHT.** Custom built. 85 hp Perkins 4-236, 800 gals diesel, 250 gals water with watermaker. Dual air conditioners and heating system, 5kw genset plus 2kw cruise generator. Refer, freezer/ice-maker. Extensive inventory of electronics. Haulout and survey May 2002. Insured for fair market value. \$249,950 US. Replacement value \$700,000. One owner boat maintained to highest marine standards by licensed master. Call (650) 593-2290 or email: Rospearl@aol.com.

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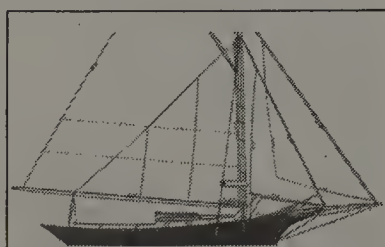


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## CLASSICS

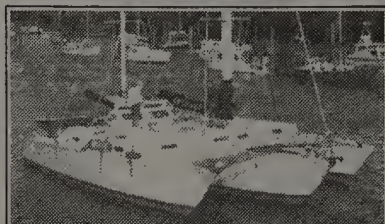


**SWANSON 36 SEDAN CRUISER, 1938.** Excellent condition, 05/02 haulout, GM Bedford diesel, low hrs. H/C water, shower, diesel heater, propane stove/oven, queen berth. Photos at Website: <http://briefcase.yahoo.com/bc/e2stew/> Asking \$28,000. Possible trade for cruising sailboat. Call (415) 309-4154.



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**SEARUNNER 25 TRIMARAN, 1995.** Sailed freshwater only. Excellent condition. Sparcraft spars, 3 Sobstad sails, Flexible furler. 5 hp longshaft outboard. Two-axle trailer. Instruments, gear, ready to sail. Taos, NM. \$5,000. (505) 776-8723.

**40-FT SEARUNNER CUTTER.** 55 hp Yanmar turbo, windvane, new rudder, all epoxy const. Needs interior paint and haulout. \$30,000. (530) 265-0273 or email: keene@oro.net.

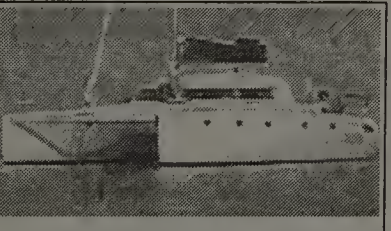


**LAGOON 37, 1993.** US built. Never chartered. Bristol condition. Cruise ready. \$30,000+ in new equipment. Better layout than new Lagoon 38 and \$50,000+ cheaper. SF Bay location. \$189,000. Lease-to-buy option possible. (415) 946-2202 or email: peterlange@sbcglobal.net for detailed spec sheet.

**BROWN SEARUNNER 31 TRI.** A-frame. Enclosed center cockpit with hardtop, 35 hp Mercury O/B on custom sled bracket, newer working sails, double bunk plus two single bunks, basic seaworthy boat. \$7,800/obo. Don Miller (707) 373-1538 or email: dbmiller@brobeck.com.



**REDUCED \$87,500/OBO. MUST SELL.** Marples Seaclipper 41, 1991. *Gypsy Dolphin* trimaran. Excellent condition. Many recent upgrades including deckhouse for comfort underway and at anchor. Spectra watermaker and SSB. Ready to circumnavigate. Located LaPaz, Mexico. Contact me via [www.bajayachts.com](http://www.bajayachts.com) or call Ethan (907) 522-9157.



**FAST, COMFORTABLE 42-FT** cruising catamaran built by the world's largest multihull builder. 1997 Fountaine Pajot Venezia. Cruise equipped owner's layout. New: spinnaker, storm tri/track, lazy-cradle, trampoline. Dual Yanmars, 600 hours. Autopilot/remote, Furuno, washer/dryer, microwave, watermaker, 7-disc CD/MP3 stereo with amp, much more. Most equipment is 2000 or newer. Many spares/toys to cruise anywhere. Best on market. Lying SoCal. Ready for Mexico, Hawaii, or anywhere. See Website: <http://photos.yahoo.com/callistocat2002> \$295,000/obo. (619) 279-7072 or email: barzel@aol.com.

**VICTORY 35 CATAMARAN, 2000.** Excellent condition. Spacious liveaboard. Very little use. Lots of upgrades. Easily singlehanded. SF Bay location. \$215,000. Website: [www.CatamaranForSale.com](http://www.CatamaranForSale.com). Please call (925) 989-3033 or e-mail: [CatamaranForSale@hotmail.com](mailto:CatamaranForSale@hotmail.com).



**ADMIRAL 47, 1996/98.** 47-ft Lavranos-designed South African fiberglass cruising catamaran. 28-ft beam, plenty of space/storage. Fixed keels, large water/fuel tankage, 4 cabins/heads, forward crew cabin/head, galley up with fridge and deep freeze, ice-maker. Unique large chart table, satellite phone and weather, full electronics. Twin steering, 38 hp Yanmars with saildrives. Stout rig with fully-battened main, genoa, gennaker, electric mast winch, davits with electric winch. 2 liferafts, 2 wind generators, 8 kw generator, 23 gph watermaker, washer/dryer, etc. \$319,000. Call (415) 383-8122 or email: [wemard@edptlaw.com](mailto:wemard@edptlaw.com).

**31-FT A-FRAME SEARUNNER.** Recent repairs and paint, great Bay/Delta cruiser, 9.9 o/b, cutter rig. \$6,500. (530) 265-0273.

## POWER & HOUSEBOATS



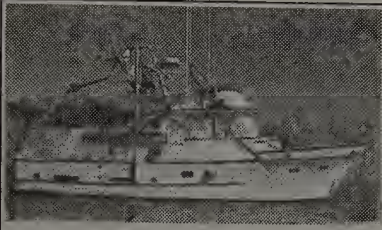
**51-FT SYMBOL MOTORYACHT, 1987.** 2001 haul-out, beautiful condition, ideal liveaboard. Bay Area location. \$228,000. Shown by appointment. Please call (415) 892-0816 or (415) 699-5555 (cell) or email: [mywyskippr@aol.com](mailto:mywyskippr@aol.com).



**LITTON 41 TRAWLER, 1979.** Tri-level, sundeck. Second owner. F/G hull, epoxy bottom, teak decks and interior. Twin diesels, low hours. Two helms, new LP paint, full keel. 220 gal. water, 400 gal. diesel. Full electronics. Aft expanded cabin/queen berth and quarter berth/vanity, head tub/shower. Forward twin berth and head. Huge galley and salon, large fridge/freezer. Solar array, 150 amp alts. Full canopies, screens, extensive ground tackle. 8 year vet, Sea of Cortez. Doc. and 20 year importation. Turnkey operation. La Paz. \$93,500. Call (707) 887-9224 or email: [captaincurly61@hotmail.com](mailto:captaincurly61@hotmail.com) or [sradaint@aol.com](mailto:sradaint@aol.com).

**65-FT DUTCH CANAL BARGE.** Cruise the canals of Europe in style. Fully restored. Maple interior, ash floors, ceramic tile galley/head. Modern 90 hp diesel. Currently lying in Burgundy, France. Business opportunity. Price reduced to \$110,000. Please call (425) 418-9487 or email: [russj@dunlaptowing.com](mailto:russj@dunlaptowing.com).

**40-FT LIBERTY LAUNCH, 1953.** Tri-cabin design with renovated interior. Full galley, separate shower and head. King master berth aft, abundant storage. Mahogany hull over oak frames. 671 engine runs great. Strong well-built liveaboard vessel. \$35,000/obo. Call (707) 793-0420.



**DEFEVER 49 PILOTHOUSE TRAWLER, 1983.** Ready to cruise, stabilize. Alaska and Mexico veteran, 2000 nm range. Twin 120 hp Lehman's, 3,300 hrs. 7.5 kw Onan generator, 1,750 hrs. Full array of integrated electronics. Extensive spares. 12-ft AB RIB dinghy, center console. 12 volt, 20 cu ft Glacier Bay holding plate refrigerator/freezer, washer/dryer, solar panels, wind generators, watermaker. Much, much more. Located San Diego, CA. \$329,000. Please call (210) 262-3888 or email: [lbholley@aol.com](mailto:lbholley@aol.com).

**HOUSEBOAT.** Custom built with beautiful woodwork. Moored at Pt. San Pablo Yacht Harbor. Two-story 45 x 16-ft deck with great view, full kitchen, large bathroom, lots of storage, fireplace. \$150,000. Call Sally for appointment (510) 234-3097.



**UNIFLITE 31, 1971.** Sedan cruiser. Twin Chrysler Marine 318 V-drives with less than 150 hours on recent rebuilt engines. Dual steering stations, VHF, depth sounder, electric bilge pumps, water heater, refridge, stove. Sleeps 6. Interior completely redone in 1999. Exceptionally clean. Berthed Pittsburg Yacht Club. Price reduced, owner moving. \$14,000/obo. (415) 331-7307.

**BAYLINER VICTORIA 28, 1979.** Fiberglass, twin Volvo Penta outdrives, enclosed head. Needs haulout, tune, and registration. \$7,000/obo. (415) 252-4858. Located at Pier 39, slip available for rent/purchase.

**HATTERAS 38, 1969.** Fiberglass tri-cabin, clean spacious interior. Chevy 427s, Onan generator, epoxy bottom, A/C, icemaker. New: Sub Zero fridge, heat exchangers. Rebuilt: carbs, hydraulics, Groco heads and more. Sausalito. Must see. \$52,000/obo. Also, El Toro, fiberglass, \$675/obo. Call (415) 331-5705.

**26-FT EX-NAVY PERSONNEL BOAT** converted to work boat. Heavy West system fiberglass reinforcements, 6-71 Detroit diesel, 200 hp. Much invested, must see. \$1,200. Call (415) 331-3612.



**LAND AND SEA 28.** It's a floating RV for the Delta or quiet harbor. It's a cheap liveaboard. Plenty of room and, though a little funky, very functional after 30 years. I've lived on it for two. Has all the amenities and runs. Has rebuilt engine and stern drive, new steering cable and electric water heater. I need to sell this baby so I can return to the Midwest to care for my mother. \$15,000/obo. (510) 436-0514.

## PARTNERSHIPS

**RANGER 23.** Looking for one or two partners to fill existing partnership. Boat is fully equipped with all lines led aft. 9 hp outboard. Sails include North main, jib, genoa, spinnaker. Berthed at Berkeley. \$1,000 plus \$37/month. (925) 979-9466.

**PARTNERSHIP OR TIME SHARE.** Beneteau 44, 1995. Excellent condition. Sausalito slip. \$155,000 value. Please email: [birby@ioconcepts.com](mailto:birby@ioconcepts.com) or call Bob (415) 472-1992.

**BEST BOAT SHARE OPPORTUNITY** on the Bay. 33-ft racer/cruiser. Bristol condition, ocean equipped, teak interior, awesome Marin slip. \$300-600/month for up to 50% usage. No long-term obligation. Call Mark (408) 907-2060.

**BENETEAU 393, NEW 2002.** 39-ft bluewater cruiser. Sleeps 6, private fore/aft cabins, 2 heads. Sausalito berth. Great galley and salon. Full battened main and furling jib. Radar, GPS, chartplotter, VHF, stereo. New zodiac and outboard. Approx. \$8,000 plus \$400/mo. Call Greg (415) 381-6900 (wk) or (415) 332-4401 (hm).

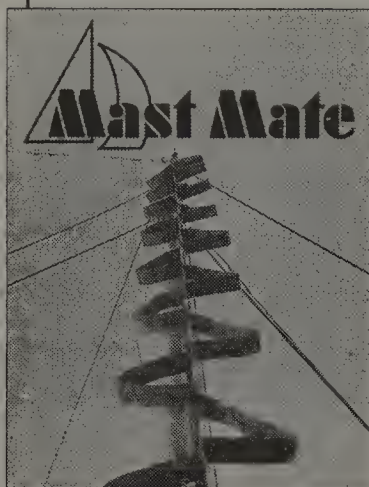
**BEST PARTNERSHIP ON THE BAY.** Morgan 38 shared by 5 partners. Boat is clean with new interior, rigging and electric windlass. Ready for sailing with 50 hp diesel, refer, BBQ, stereo. Excellent solid boat. Sausalito berth. \$15,000. Please email: [Dave@Burdell.net](mailto:Dave@Burdell.net).

**COLUMBIA 36, 1968.** Docked in Sausalito. Hauled 1/01. New bottom paint, new upholstery 1/01. Roller furling, diesel engine. Survey selling price \$25,000. 1/3 interest available \$6,000/obo. Monthly slip share \$135. Call (415) 883-6464.

**CAL 2-29, 1973.** 1/2 share, \$5,500/obo. Sausalito slip, good parking. Easygoing partner, monthly expenses about \$175/each. Diesel, wheel steering, furling jib, genoa, spinnaker, VHF, depth, speedo, two anchors, barbeque, oven. If inexperienced, will teach. Call (415) 479-5755.







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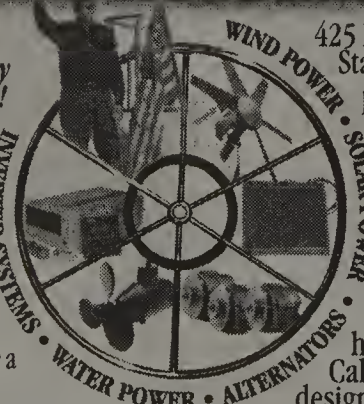
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## TRADE

**WILL TRADE 2.5 ACRES IN SIERRA** foothills near Placerville for 27+ ft. sailboat. Approximate value \$20,000. Please call Bill (805) 556-0317 or email: billwelter@earthlink.net.

**40 ACRES OF NORTHERN CALIFORNIA** mountain property to trade for a traditional cruising sailboat. The land is remote, undeveloped, and mostly level. Very nice horse country. Call (510) 412-0470.

## WANTED

**STUART TURNER P5M** 4-hp marine engine in any condition. Call (415) 563-1809 or (415) 774-2712.

**42-50 FOOT CATARAMAN** for around-the-world multi-year cruise. Must be well built and equipped for extended cruising. Will pay \$140,000 to \$190,000. The top price is for a boat with 2+ of everything conceivable plus spare parts galore. Email: brsarch@coinet.com.

**WEST WIGHT POTTER 14.** Older vessel preferred for a senior to putter and luff around. Please call Ken (916) 853-2100.

**SEAGULL OUTBOARD.** 5 hp or better, long shaft. Mine finally rusted out after 25 years of abuse. Call Mike Mathiasen (408) 848-4172.

## TRAILERS

**45-FT TRAILER.** Box frame, 5-axle, electric brakes, 20,000-lb load capacity. 5/16" ball hitch, highway legal. Ready for appropriate frame additions to haul multihull or monohull. \$3,000. Call Blair in Napa (707) 251-1400.

**BOAT TRAILER.** 1976 SC 27 single-axle, surge brakes, current registration. Good condition. \$1,800/obo. Please call (415) 543-7333.

**FOTO GRAFIX TRAILER.** Up to 5,400-lb. sailboat, channel steel, pads adjustable, wheels moveable for rebalancing, low miles, unused for 13 years. Recently put \$800 into 4 new Michelins and surge brake rebuild. 2 large, lockable equipment boxes. \$2,900/obo. Call (510) 207-1459.

## USED GEAR

**FOUND SAIL:** June 8, east bound 80 between Dixon and Sacramento. Colors are yellow, white and blue. It has a #14077 and seems to be a mainsail. Guess it's about 35 to 40 feet from top to bottom. Made by Larson Sails. Please call (916) 339-3213, ask for Daniel.

**PALMER 60 ENGINE** with Paragon transmission for parts. \$250. Call John (650) 368-1714.

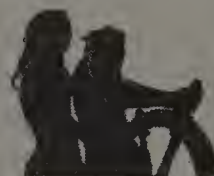
**SELF-STEERING WINDVANE.** Looks like Monitor, works great, \$500. Also, six new fixed windows, 8 x 10, tinted glass, \$350 or trade for jib with 24-ft luff. Call (408) 248-8587.

**SELF-STEERING WINDVANE.** Fleming Minor. All stainless steel construction. Suits vessels up to 20,000-lbs. Full servo operation, great performer. \$1,100/cash. (925) 933-4252.

**BRAND NEW MAINSAIL.** P = 23-ft, E = 9.25-ft. 5.9 oz Dacron. Loose footed. 2 rows reefs, standard battens. Call for details. WA state. (360) 385-3881.

**SIMPSON/LAWRENCE SEA TIGER 555** Two-Speed Manual Windlass. Suitable for boats up to 55-ft. Either 5/16" HT or 3/8" BBB chain, and 5/8" rope. West Marine price: \$1,749. Will sell for \$1,200. This Windlass is in excellent condition, regular service and upkeep. Was used on my heavy 40-ft boat with 45# CQR anchors with 150-ft of chain each for 4 years. Replaced with an electric windlass. Call Cassio (510) 769-7336 (hm).

**VOLVO MD11C DIESEL.** 1980, 23 hp 2-cylinder with transmission. Only 1000 hours. Injectors rebuilt 1999. Same footprint as MD2. Runs fine. Repowering with larger Volvo. Still in boat thru early July. \$1,500. Ventura. Call (661) 252-3179 or email: sailsoon@socal.rr.com.



## NEW AND USED GEAR FOR SALE.

Chain, fenders, line, alternator, switches, blowers, pumps, shore power cords, rope clutches, winches, main sail, sextant, heaters, vents, dome lights, radar reflector, liferaft, survival suits and more. Located in San Jose. Email: nicris02@pacbell.net.

**COCKPIT ENCLOSURE.** Heavy SS frame and blue canvas for full cockpit enclosure. Frame attaches to your existing dodger. Cut down fabric and you have a terrific bimini. Fits Catalina 36 and similar width. \$450/obo. Call Jim (510) 769-7398.

**SPINNAKER POLE.** 20' x 4-1/2" diameter, \$500. Apelco AR16 radar, needs cable, \$350. Plath electric windlass, 3/8" chain, \$350. Please call (650) 424-1950 or (650) 580-1307 (cell).

**BEAUTIFUL CUSTOM-MADE DODGER.** Royal blue. 1-year-old, perfect condition. Includes frame and all hardware. Measurements: 19" high, 64" wide, 34" deep. Gortex thread. Will fit large boat, 40-45 feet as an offshore racing dodger, or 30-ft as a full dodger with little modification. New \$2,300. Your price, \$1,000. Spinnaker pole or whisker pole, aluminum, 13-ft length, 3" diameter, \$125. Two Barlow 27-46 2-speed winches, large, \$75/each. One Barlow #20, secondary, \$30. Call Garrett (916) 826-5653.

**STAINLESS STEEL WINDVANE.** Self-steering, production type. For boats 28 to 34 feet, \$595. Ventura, CA. Call (805) 640-9690 (day cell) or (805) 207-8726.

**STORM JIB.** Luff 25-ft, Leech 18-ft, Foot 13-ft. Brand new, never used, \$500. Ritchie Magtronic compass, \$200. Hood, head sail furling system, Model 900, fits any headstay up to 60-ft, \$800. Call Blair in Napa (707) 251-1400.



**PROPANE PRINCESS STOVE** with fiddle. 3-burner with oven. \$500. Call Russ (916) 419-0885.

**SUZUKI 2-STROKE 6 HP, \$450/OBO.** One set of storm sails, \$500/obo. One working jib for 30-footer, \$500/obo. Martinez. Call (916) 718-1446.

**BORG WARNER VELVET DRIVE** transmission, Model 10-18-006. Ratio 1.91:1. Excellent condition, 900 hours. This transmission rotates opposite to engine rotation. \$500. Call (415) 250-8947.

**ICOM 735 SSB RADIO** with automatic long wire tuner, AH-2. Works all Ham, shortwave and marine bands below 30 Mhz. Mounting bracket and remote tuner. Excellent condition. \$850. (510) 387-7956.

**WESTERBEKE 30** with \$500 in parts plus engine book. \$600 or best offer. Call (360) 748-4553.

**MASTS:** 35 to 45-1/2 feet. Dickenson dslhtrs, SSB/Ham radios, autotuners, parachute seaanchors. Avon inflatables, outboards: 3/8/9.9(4cyc-XLS Yamaha), anchors, 2spd winches, windlass, wind generator, Kamplus, headsails, Survivor 35-H20, MagmaBBQ, headsails, survival suit, bottompaints/LPUs/chemicals, Signetset, alcohol stove/oven, Avon: pumps, motormounts, container-a-gear. BO/trade. Call (415) 331-0330 or email: bradlow00@aol.com.

**PALMER P60 MARINE GAS ENGINE** with 1:1 trans needs a good home. Very nice condition and demands to be kept this way. Freshwater flushing kit, exhaust all included. \$2,300/obo. Please email: unusual2b@hotmail.com or call (510) 653-2649.

**TRACE 2012 INVERTER.** 12 volt. 2000 watts continuous, 6000 watts surge. Runs my table saw; no problem. Battery over discharge protector option. Inverter only, no charger. Come see it work aboard *Akvavit* then take it home for \$650. Call (650) 365-6433.

**TWO LONG LEGS.** 4 hp Johnson O/B, 1998, perfect condition, \$700. 6 hp Mercury, \$500. 2-cyl Universal diesel, complete, \$2,600. 4-107 Perkins, complete, \$800. 4-108 Perkins, 500 hours, \$1,800. 4D61 Ford Lehman, complete, \$1,500. don't call until July 18, lost in Pacific High. (415) 272-5776.

**BACK FROM CARIBBEAN.** Off-loading extra gear. PUR 40E watermaker, \$1,000. 10-ft fiberglass sailing dinghy, \$1,000. Spinnaker pole, D=3" x 12-20 feet, \$500. Dahon folding bike, \$100. Baha filter, \$70, winches, blocks, charts, guidebooks and other stuff. Call (415) 362-5591.

**HAM/SSB RADIO.** Kenwood 12 volt 100 watt transceiver, Model TS-430S and MFI Versa tuner. Instruction manual, cruiser's radio guide and 'how to' books. All for \$475. Call (831) 429-6498.

**USED ROLLER FURLER JIB** from Catalina 30. 120%, by Sobstad. Aeroluff padding along luff. White 'stickyback' UV cover, very good condition. Luff 33.65-ft, plus 5.9-ft wire head pennant. Leech 28.65-ft. Foot 14.25-ft. \$325. Call (415) 388-6335.

**LIFEJACKETS, LINES, HARDWARE,** wiring. Sailing T-shirts and other logowear. Wood tiller, hatch board, lots of odds and ends. A nautical garage sale by appointment. Chris (415) 383-8200 ext 103 or email: chris@latitude38.com.

## MISCELLANEOUS

**EARTH FLAGS.** Fly the flag of our planet earth from space on your mast. The NASA photograph of earth with dark blue background flag. Durable 3x5-foot lightweight polyester flag flies gracefully in the breeze. Website: www.earthflags.com or call (415) 663-8739.

**KAYAKS.** Folding 2-man Klepper Aerius, paddles, rudder, trailer, sail, blue and silver, pack bags, \$2,000. Kayak Folding Pouch, 1-man, spray cover, paddle, rudder, pack bags, green and gray, \$1,000. Folding Dahon 3-speed bike; red, pack bag, \$100. All like new. (916) 457-4287.

**PERKINS 4-154 4-CYLINDER DIESEL.** Rated at 56 hp. Needs rebuild or use for parts. Pump, injectors. \$1,000/obo or trade for ?? Call Tom (510) 910-1436 or email: tneely@earthlink.net.

**2 NEW #54 CST LEWMAR WINCHES.** Retail \$2,440/each. \$1,500/each/obo. New Raymarine ST60 Closehaul/VMG display only. Retail \$395. \$250/obo. New Link 2000 battery monitor. Retail \$460. \$300.00/obo. Call Gary (619) 665-3927 or email: g-l-m-@cox.net.

## CLUBS & MEMBERSHIPS

**SINGLE SAILORS ASSOCIATION** welcomes all experience levels. Our members enjoy cruising, group sails, daysailing, socials and other activities year round. Monthly meetings at Oakland Yacht Club in Alameda. Visit our Website at www.ssaonline.org or call (510) 273-9763.

**SF BAY OCEANIC CREW GROUP.** Bay Area's most active sailing group offering monthly speakers, Bay and coastal sailing, service, socializing. New and experienced skippers and crew are welcome. Go sailing at http://www.crewgroup.org/ or call (415) 456-0221.

**CLUB NAUTIQUE PASSAGEMAKER** membership. Includes all US Sailing certification classes thru Offshore Passage Making, 35% charter discounts. Large new fleet, 3 Bay locations. \$2,650 (\$500 savings), identical benefits to purchasing directly from Club. (650) 218-3895 or email: sparky@campanella.com.

**PENINSULA YACHT CLUB** is having their Annual Swap Meet/Safety Day on July 13 from 7 am to 1 pm. Docktown Marina, 1536 Maple St., Redwood City, CA. Table donation \$10. Proceeds to Redwood City Sea Scouts. For further details call Dick Sattler at PYC (650) 369-4410.

**FULL CLUB NAUTIQUE MEMBERSHIP.** Off to live the dream that started at Club Nautique. Call for details. Leaving in August down the ICW then to the Bahamas, Caribbean, ...? (850) 582-5620 or email: toutman65@aol.com.

## PROPERTY SALE/RENT

**KAUAI BEACHFRONT HOME.** Vacation on Moloaa Bay: Three bedrooms, two baths, sleeps 6. \$1,000/week. See Website: www.kauaibeachhome.com. Call (800) 331-7626 or (916) 214-0362.

**HAULING OUT YOUR LIVEABOARD?** Family in town for vacation? Tiburon condo, 2 bdrms/1 bath. Loft bed in kid's room. Close to waterfront, SF, wine country, beaches, bike path. Washer/dryer in unit plus all mod cons, pool. \$575/week + deposit. Available late-July thru mid-August, possibly other times. Or will trade for time in San Diego or Tahoe. Chris (415) 389-9378 or email: chris@latitude38.com.

## BERTHS & SLIPS

**WANTED TO PURCHASE OR LEASE** 35-40 foot slip at either Gas House Cove or St. Francis Yacht Club area in SF. Call (415) 440-8845 or (415) 264-9990.

**PIER 39 40-FT SLIP FOR SALE.** 40-ft upwind slip, D-23, in desirable mid-dock location, central Bay access, walk to city restaurants. Asking only \$19,500/obo. Please call (650) 315-4557 or email: smhodapp@yahoo.com.

**PIER 39, 50-FT SLIP.** F-31, east side dock, San Francisco. Great view, one short of being the end one. \$39,000. Call (650) 343-1327.

**GREAT PIER 39 BERTH FOR SALE.** 36-ft slip, C-5, located at the bottom of C-dock ramp. Convenient access, beautiful view of Bay and City, short walk to shops, showers and restrooms. \$16,000. Ken (408) 356-2884 or Phil (541) 899-9601.

**SF PIER 39 36-FT SLIP FOR SALE.** \$14,500 for 33-year lease. Also, 32-ft Challenger f/g sloop for sale, \$16,000 or \$30,000 for slip and boat. Slip C-39, East Side. Please call (415) 956-2528.

**PIER 39 50-FT BERTH.** San Francisco, CA. Berth number is Foxtrot 20, F-20. The price is \$42,000. For further information regarding berth call Sheila Chandor, Marina Manager, (415) 705-5557.

## CREW

**ODYSSEUS SEEKS PENELOPE** to co-captain 37-ft cutter for cruising lifestyle in search of Ithaca. He is blond, bearded, blue-eyed bachelor, 4/13/35, 180 lbs, 5'7". Now in Sea of Cortez, planning S. Mexico, Panama and Caribbean. Email Herman Boer: andramoi2@orbair.net.

**ONE TO THREE PEOPLE NEEDED** for one-way cruise from Eureka, California to Australia on Corbin 39. Leave 11/02, arrive 4/03. Share work, costs. Experience preferred. Non-smoker. Good sense of humor. Likes good music. Email: gdavies@neteze.com.

**SAILING PARTNER AND SOULMATE** wanted. Duration of voyage as long as it is fun. Requirements: love of the sea and life, good food and music. No princesses need apply. Call Joe (310) 823-6609.

**SAIL MEXICO CREW.** Male, female or couple? Leisurely sailing with retired Canadian skipper of 37-ft cruising cutter in Sea of Cortez and Southern Mexico. Minimum cost. Suggest one month minimum commitment. Check itinerary and dates with Captain Herman Boer via email: andramoi2@orbair.net.

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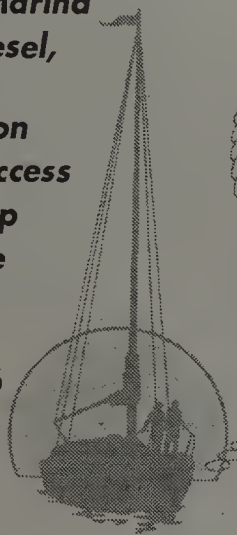
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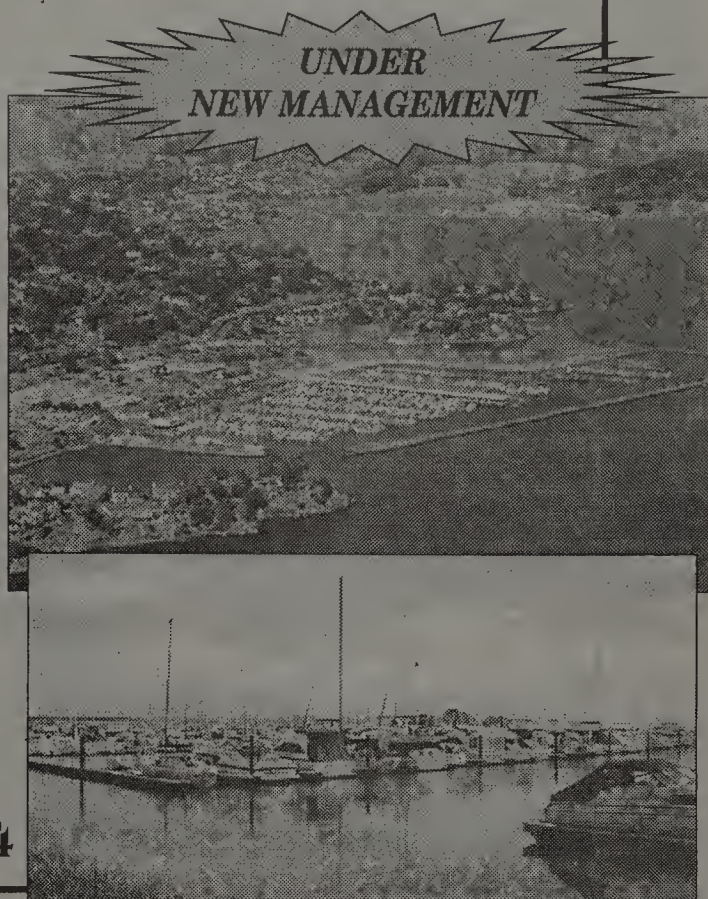


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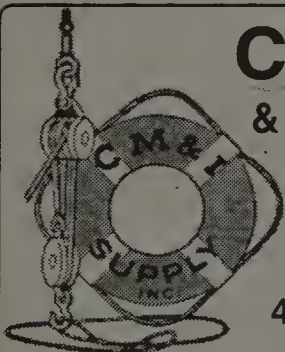
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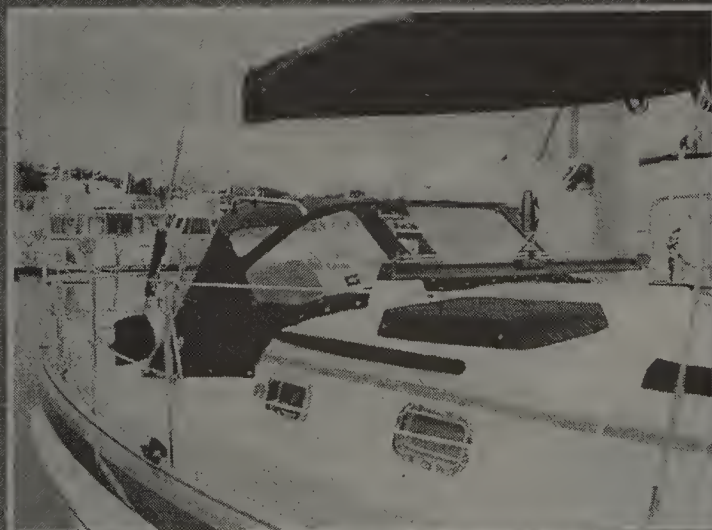
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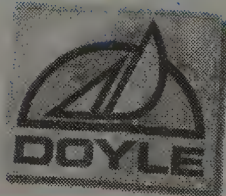
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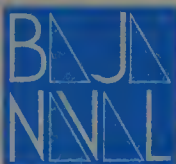
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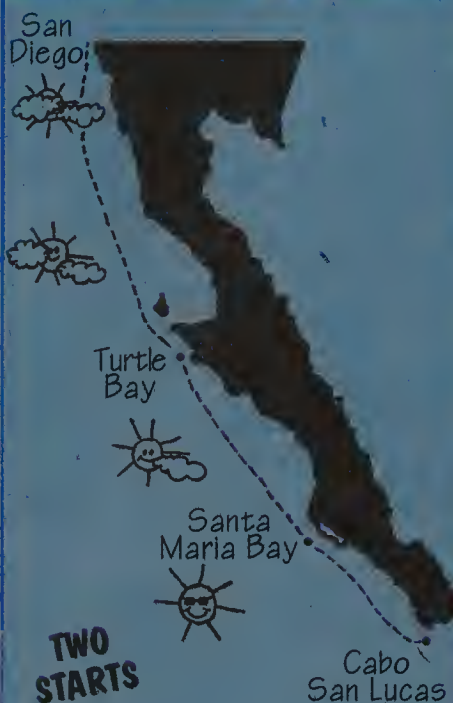
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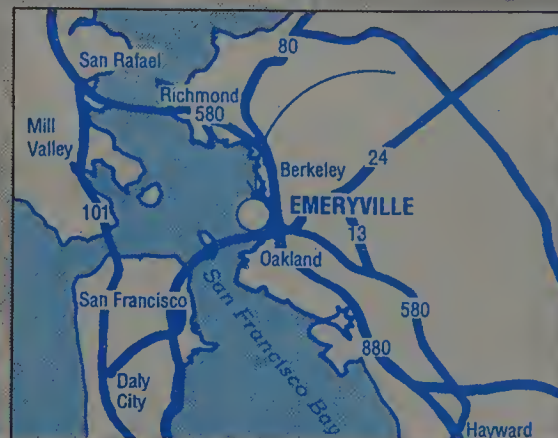
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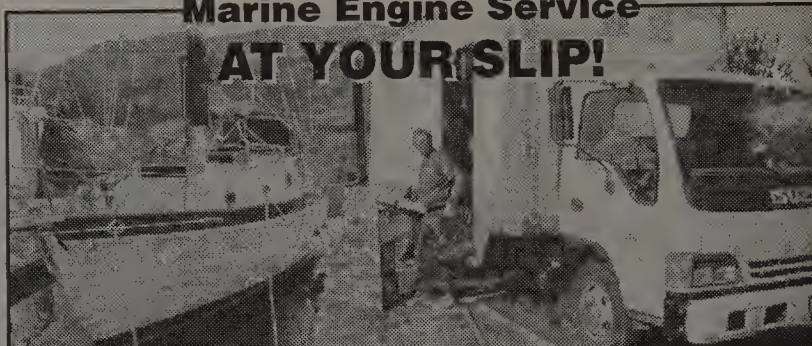


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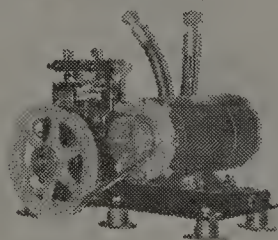
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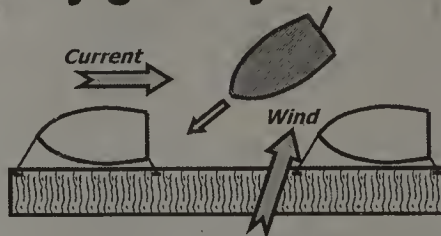
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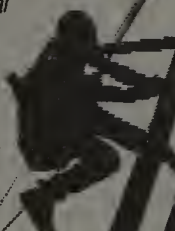
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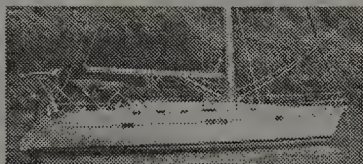
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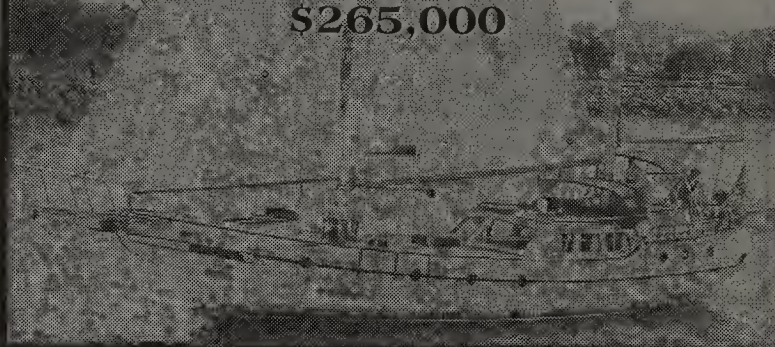
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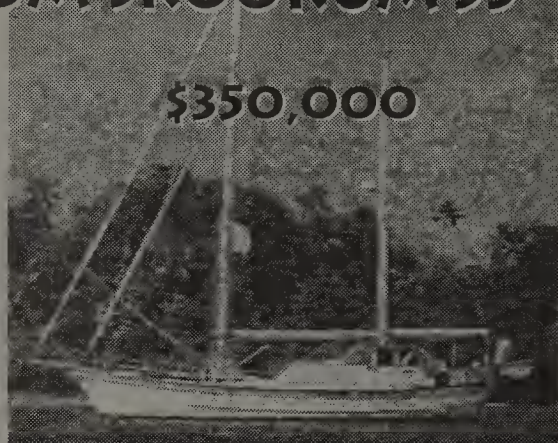
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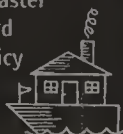
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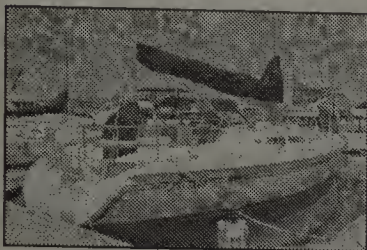
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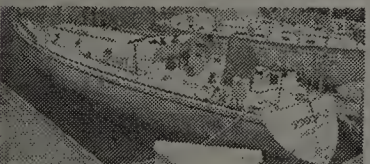
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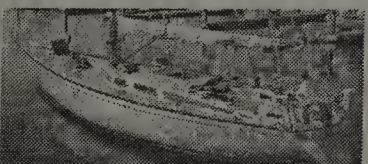
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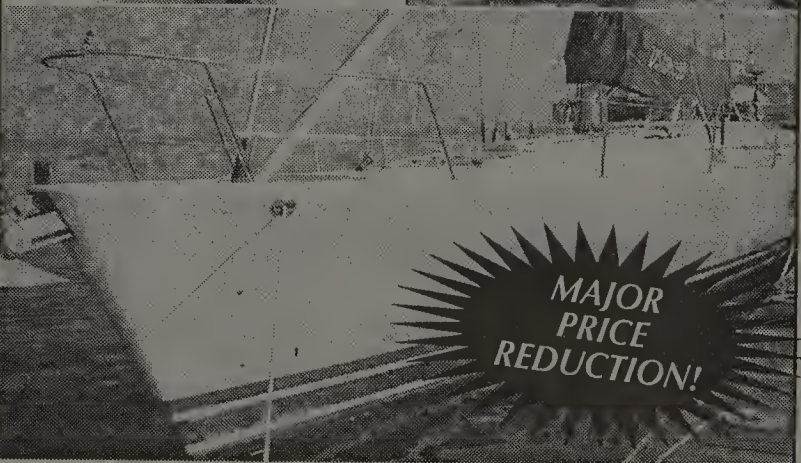
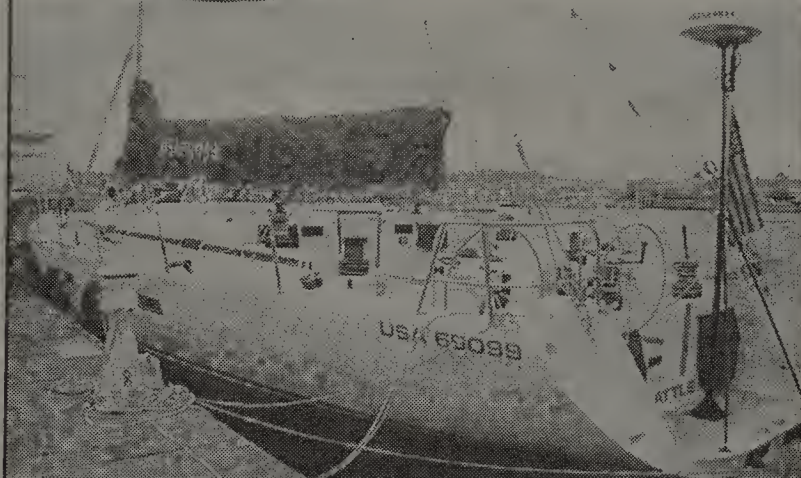
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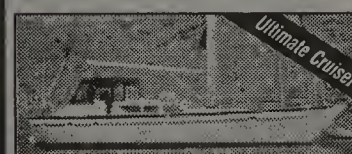
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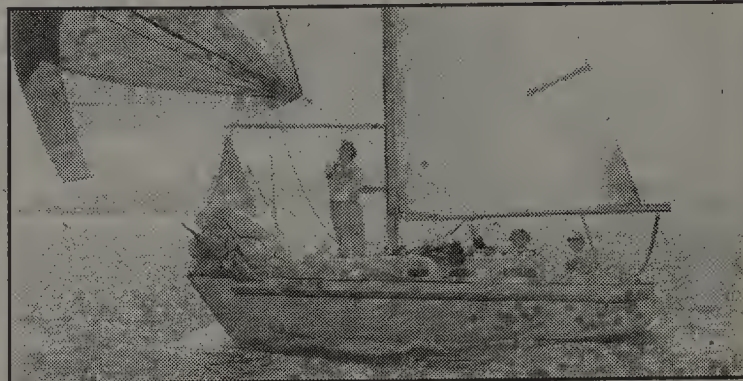
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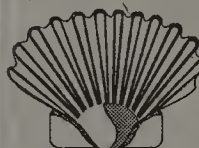
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**40' BABA 'BRISTOL'**  
Two large staterooms. Quality construction. Nice light and bright interior. Owner very motivated.  
**\$169,500.**



**sistership**

**33' BENETEAU, 1987**  
**\$44,000**

**30' Newport ..... \$24,900**  
**30' Seafarer ..... \$21,250**



**38' CHEOY LEE OFFSHORE**  
This is a well sought after model. Huge round settee in salon. Comes with liveaboard slip.  
**\$75,500.**



**35' ISLAND PACKET 1992**  
Very well equipped roomy cruiser. Beautiful condition.  
**\$149,000.**



**38' HANS CHRISTIAN MKII**  
Cruise equipped & in cruising grounds. REDUCED BY \$36,000 to  
**\$89,900.**



**sistership**

**37' TAYANA PILOTHOUSE**  
This boat is a perfect bluewater cruiser. Clean, with a roomy pilothouse.  
**\$79,500.**

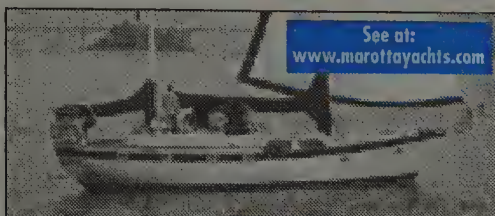




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See at:  
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## 52' IRWIN, 1984

Some of the roomiest accommodations you're going to find on a yacht this size! Never cruised, very low hours on Perkins diesel and Westerbeke generator, new electronics and numerous recent cosmetic upgrades (\$20,000+ spent in post year). Sausalito Yacht Harbor slip. Now \$199,000



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## 46' SPINDRIFT, 1983

Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Harken roller furling, full batten main and running rigging practically new. Sausalito Yacht Harbor slip can transfer. Reduced to \$195,000



REDUCED

See at:  
www.marottayachts.com

## 38' CATALINA, 1998

The Catalina 380 was *Cruising World* Boat of the Year award (Best Value, Midsize Cruiser) in 1997, and this particular example is loaded and in like-new condition. Dodger, enclosed cockpit, in-mast main, new electronics, inverter, low hours on engine, and much more. Significant reduction - \$149,000



NEW LISTING

## 43' HUNTER 430, 1995

Designed to deliver style and comfort in a vessel that's fast, easy to sail, stable and comfortable, this yacht will be available for inspection in early June. Original owner, boat captain-maintained, two-boat owner motivated.

\$159,000



See at:  
www.marottayachts.com

## 44' BENETEAU OCEANIS, 1994

Farr-designed performance cruiser w/roller-furler jib, in-mast main and all lines led aft. Spacious, 4 staterooms, beautiful teak joinery below. Interior upholstery redone, bottom painted late summer '01, sails only three years old.

\$150,000



NEW LISTING

See at:  
www.marottayachts.com

## 36' CATALINA, 1985

With almost 2,000 hulls launched, this is one of the most popular 36 foot sailboats ever built, and this particular example looks like Bristol: rewired and replumbed, new running rigging, new oversized standing rigging, rebuilt or new electronics, never used gennaker, much more. Prof. maintained, she looks like she was launched in the mid-1990s, must see.

72,000



See at:  
www.marottayachts.com

## 36' NONSUCH, 1987

Stiff, seakindly vessel is a breeze to sail shorthanded, and at home in SF Bay conditions. With new: full-batten sail, running rigging, bottom paint, cockpit cushions and meticulous maintenance, *Fast Lucy* is Bristol. Sausalito Yacht Harbor slip can transfer with vessel.

Reduced to \$119,000



REDUCED

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## 50' GULFSTAR, 1977

Much recent work, including resteped and LPU'd masts/baams, reworked Onan 7.5kw gen, new shaft, PSS dripless packing gland, bottom painted, etc. Tremendous value, compare to others on market.

Now \$105,000



See at:  
www.marottayachts.com

## 54' AMERICAN MARINE KETCH, 1962

Custom built of SOLID TEAK this veteran world cruiser was regularly refit over the years, and a recent hull water survey found her totally sound. She needs cosmetics and minor systems work to be a unique, exceptional yacht and represents a remarkable deal for the right buyer. Possible Sausalito liveboard slip. Owner's health forces sale, offers encouraged.

\$99,000



See at:  
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## 30' HUNTER, 1985

This boat literally shows like NEW inside and out! Plus low hours on Yanmar diesel, new batteries, bottom painted 12/01, decent electronics including chart plotter and autopilot, roller furler, dodger, teak and holly sole.

\$39,000



## 40' CHEOY LEE OFFSHORE YAWL, 1967

Ted Brewer said, "No one yacht is perfect, but this Philip Rhodes design comes very close." And this particular example is one of the nicest we've seen - substantial upgrades including aluminum spars, new teak decks (\$50,000!), new oversize Harken roller furler, new varnish, Awlgriped cabin-top.

\$72,000



## 38' MORGAN, 1978

Nice example of this fiberglass classic - recent survey concludes, "This Bristol and well-found Morgan sloop is well above standard condition overall. Morgan yachts are well known for quality construction and seaworthiness and this particular boat has many excellent features; she should be considered top of her class.

\$62,000



See at:  
www.marottayachts.com

## 35' CHEOY LEE SLOOP, 1979

Robert Perry-designed sloop in very nice shape, extensively rewired, interior cushions and curtains redone, Furuno radar, aluminum spar, rigging redone, practically new main, ProFurl roller furler, new dodger, more.

\$59,000



NEW LISTING

See at:  
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## 30' BENETEAU FIRST 305, 1985

Attractive Euro-styled sailboat with transferable Sausalito Yacht Harbor slip. Low hours on Yanmar diesel, standing renewed in 2001, sails in great shape.

\$38,000.



NEW LISTING

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## 25' FOLKBOAT, 1972

Rare fiberglass Folkboat with 1995 Yanmar diesel (less than 50 hours), new rigging, aluminum mast, a complete blister job and extensive custom interior joinery work. Current owner has spent almost \$16,000 in improvements and replacements.

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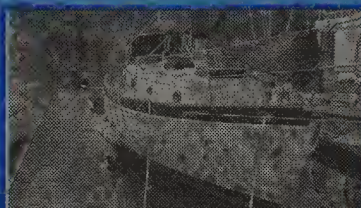
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**56' FORMOSA WILLIAM GARDEN DESIGN, '83.**  
No teak decks, beautiful large interior, 2 master staterooms, new quarters. **\$270,000.\***



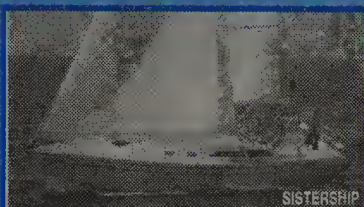
**31' PACIFIC SEACRAFT MARIAH 1979/80.**  
Pristine condition. Equipped for cruising w/AP, 55B/Ham, radar, inverter. Full battened main. **\$80,000.**



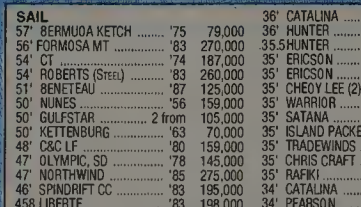
**39' CAL, '82.** Exceptionally well equipped for cruising. Avon Liferaft. Dinghy with Outboard. Full battened main. Endosed aft cabin. Two boat owner! **Asking \$77,500.**



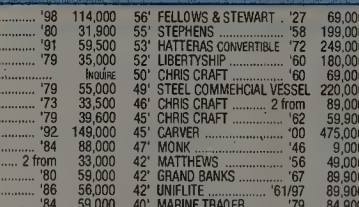
**33' HUNTER '96.** Like new. Furling jib. Full battened main. Yanmar diesel, low hours. Motivoted seller moving up! **\$75,000.** Also Hunter 28,29,30,33,35.5,36.



**CATALINA 36, '98.**  
Lightly used. Raller furling, dodger, teak interior. Virtually brand new. **\$125,000.**



**SISTERSHIP**



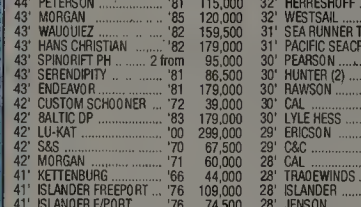
**44' BENETEAU 440/445**  
Beautiful aft cockpit cruisers. Two from **\$157,990.**



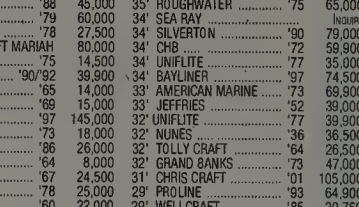
**TWO**



**40' BABA, '83.** Great layout below, 2 staterooms, beautiful woodwork. Raller furling headsoil, well maintained, Monitor windvone, lcom 55B, AP. **\$165,000.**



**SISTERSHIP**



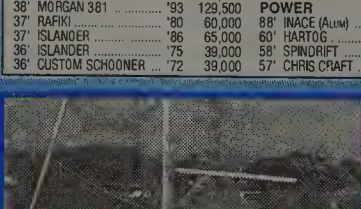
**44' PETERSON** center cockpit/oft cabin, '81. One of the few without teak decks. Newer full battened main, roller furling, radar, 55B, AP, watermaker. **114,500.**



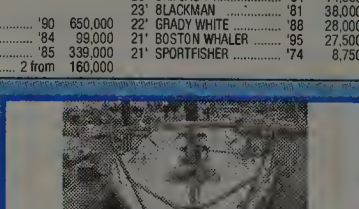
**REDUCED!**



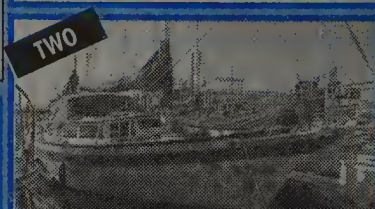
**35' CHEOY LEE, '79.** Exceptionally nice condition and well equipped. Monitor windvone. Oversized Rigging. Recent Awlgrip paint. Profurl Raller Furling. **\$55,000. Also 79' \$65,000.**



**38' MORGAN 381, '93.**  
NEED COPY FOR 1993...



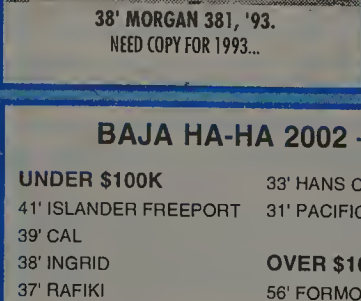
**33' TARTAN, '82.** Sporkman Stevens design. Cruising version. Raytheon Depth/Wind/Knot w/repeater. New main. ST Winches. **\$44,500.**



**41' ISLANDER FREEPORT, '76.** Just completely detailed inside and out. New varnish. Great condition. Fantastic liveaboard. Newdinghy. **\$74,500. Also '76, \$109,000**



**46' SPINDRIFT, '83**  
Powerful cutter. Meticulously maintained. Dark Blue hull. Teak decks. Beautiful inside and out. Well equipped. **Asking \$195,000.**



**36' PEARSON 365, '78.**  
Super clean. New upholstery. Westerbeke diesel with low hours. New refrigeration. Heart Inverter. Autopilot. GPS. Very Clean and well maintained. **\$68,000.**

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35' CHEOY LEE (Two)  
33' TARTAN

33' HANS CHRISTIAN

31' PACIFIC SEACRAFT

### OVER \$100K

56' FORMOSA  
50' GULFSTAR (Two)  
50' KETTENBURG (Wood)  
50' NUNES

46' SPINDRIFT

44' MAISON

44' PETERSON

43' WAUQUIEZ

41' ISLANDER FREEPORT

40' BABA

38' MORGAN

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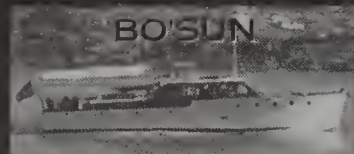
**26' CLASSIC MOTOR LAUNCH.** Cherokee is a well-known & much loved member of the S.F. Bay Classic Fleet. Dsl engine, tons of charm & beautifully decorated. Asking \$29,250.



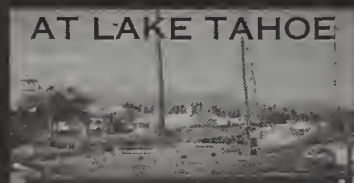
**37' ISLANDER CUSTOM MOTORSAILER.** In dry storage since new in '86, never sailed. Needs only sails to be complete. Dual whls, dsl, more! \$65,000/Others.



**TRADEWINDS 33' MOTORSAILER.** Copper riveted teak, dsl, genset, canvas enclosures, full galley, sparkling varnish. Kismet is a STUNNING BEAUTY & a great cruiser! \$42,500.



**52' HACKERCRAFT COMMUTER, CLASSIC 1937** by John Hacker. Twin 700 CID Scripps 202s. Spruce hull; teak cabin, decks and sole. Two heads, 2 staterooms and big 13' beam, must be seen! \$97,500.



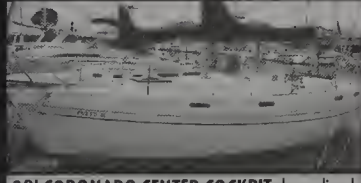
**58' LOA, 43' LOD ALDEN SCHOONER & CHARTER BUSINESS** at Lake Tahoe. Classic '31 dsl, teak decks & more. Great opportunity! Asking \$55,000.



**33' NUNES BROS.** Classic cruiser. Built in Sausalito, 1936, Tortuga is in beautiful condition & ready for your summer cruising in the Bay & Delta. Ask \$39,500.

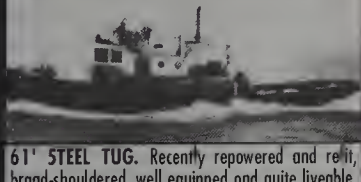


**36' ISLANDER.** One of the most popular sail vessels ever built, they've done a lot of cruising. Roller furl, whl, spinn., dsl w/ <600 hrs reported, shower, press water, GPS, more. \$36,000.

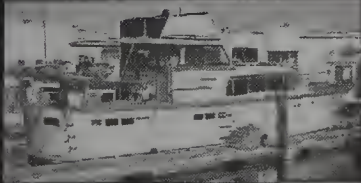


**32' CORONADO CENTER COCKPIT** sloop, diesel (130 hrs on clock), very roomy, Wm. Tripp design, glass, wheel, 5 bags Hood sails, shower & more. Unusually clean & well maintained. Asking \$26,000.

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**61' STEEL TUG.** Recently repowered and refit, broad-shouldered, well equipped and quite liveable. 610 hp Cot and genset. Try \$55,000.



**50' STEPHENS FLUSH DECK MY** w/ flybridge, PH, AFT STATEROOM. Twin GMC 671 dsls, 12kw genset. Launched '65. 2 heads & shower. Asking \$115,000.

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55' LESTER STONE Classic Yawl, 1910, dsl, lots equip, great cruiser Ask 44,000  
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40' CAL sloop, dsl, radar, ++ Ask 44,000  
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40' SANTA CRUZ prototype, looks like new! perform/cruise, new dsl, ++ 75,000  
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33' RHODES WINDWARD, famous design, sloop, I/B ..... Asking 12,000  
32' ARIES Obl-ended slp, F/G dsl, needs interior finished. BARGAIN. Ask 14,900  
32' WESTSAIL CTR, F/G, dsl, more 37,950  
31' MOTORSAILER, center cockpit, '54 Sweden, dsl, fireplace, more. Ask 20,000  
30' BIRO class slp, classic, well-found, GREAT condition, w/ fresh O/B ..... 9,600  
30' GARDEN Bristol Chunnel Ctr ... 11,500  
30' CAL 230, slp, dsl ..... Asking 22,000  
30' MORGAN 30-2 performance cruising sloop, I/B, very clean ..... 22,000  
29' PHIL RHODES slp proj. boat Ask 6,000  
28' LANCER Slp, F/G, O/B, +. Ask 13,400  
28' SLABBY LARSON Danish cruising sloop, classic, dsl, beautiful ..... Ask 22,000  
28' ISLANDER Bahama sloop, dsl, many sails incl. spinnaker ... Asking 12,000

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26' BAYLINER 2352 TROPHY, trlr, o/d, yr 2000, only 10 hrs on clock! ... 38,500  
26' CLASSIC LAUNCH, '29 with Hicks ..... 11,950  
20' SEA SWIRL, '96, trlr, 225hp .. 23,000  
19' MARLIN Closed Bow Runabout, VB, trlr & more ..... Ask 6,500  
18' SEARAY, '98 bowrider with trailer ..... 15,500  
17' FORMULA THUNDERBOLT, I/O, trailer ..... Asking 4,100



**40' Wm. GARDEN KETCH** by Hordin. Seewolf 40, glass, diesel, lead ballast, wheel steering, shower, teak trim, conister life raft & more! Low hours & beautiful... Asking \$78,000.



**43' STEPHENS SEDAN CRUISER.** Launched 1955. FLEETWOOD is in EXTRA-EXTRA fine condition. Twins, looks better than new inside and out. Must be seen! Asking \$115,000.



**46' GAFF TOPS' L SCHOONER** designed & built by legendary Wm. Garden in '42. Escapade is cedar over oak w/ 1,408 ft² of sole. Valva dsl, only 60 hrs reported. 6'10" headrm, great layout. Very rare offering. Ask \$79,000.



**42' LOD, 52' LOA, CUSTOM STEEL HIGH-ENDURANCE MOTORSAILER.** Celeste is probably the ULTIMATE WORLD CRUISER! All steel, sails and motors very well. For to much to describe here. She must be seen. \$89,000.

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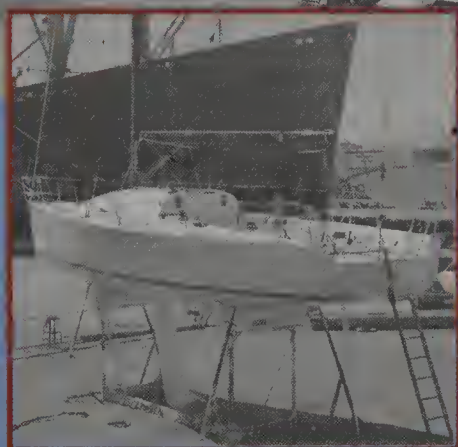
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Annapolis Boat Show

Sydney 32

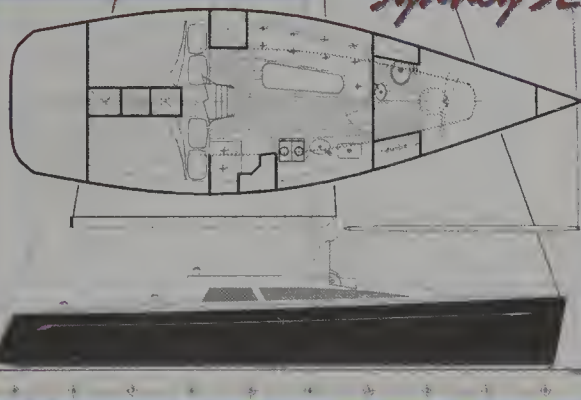
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